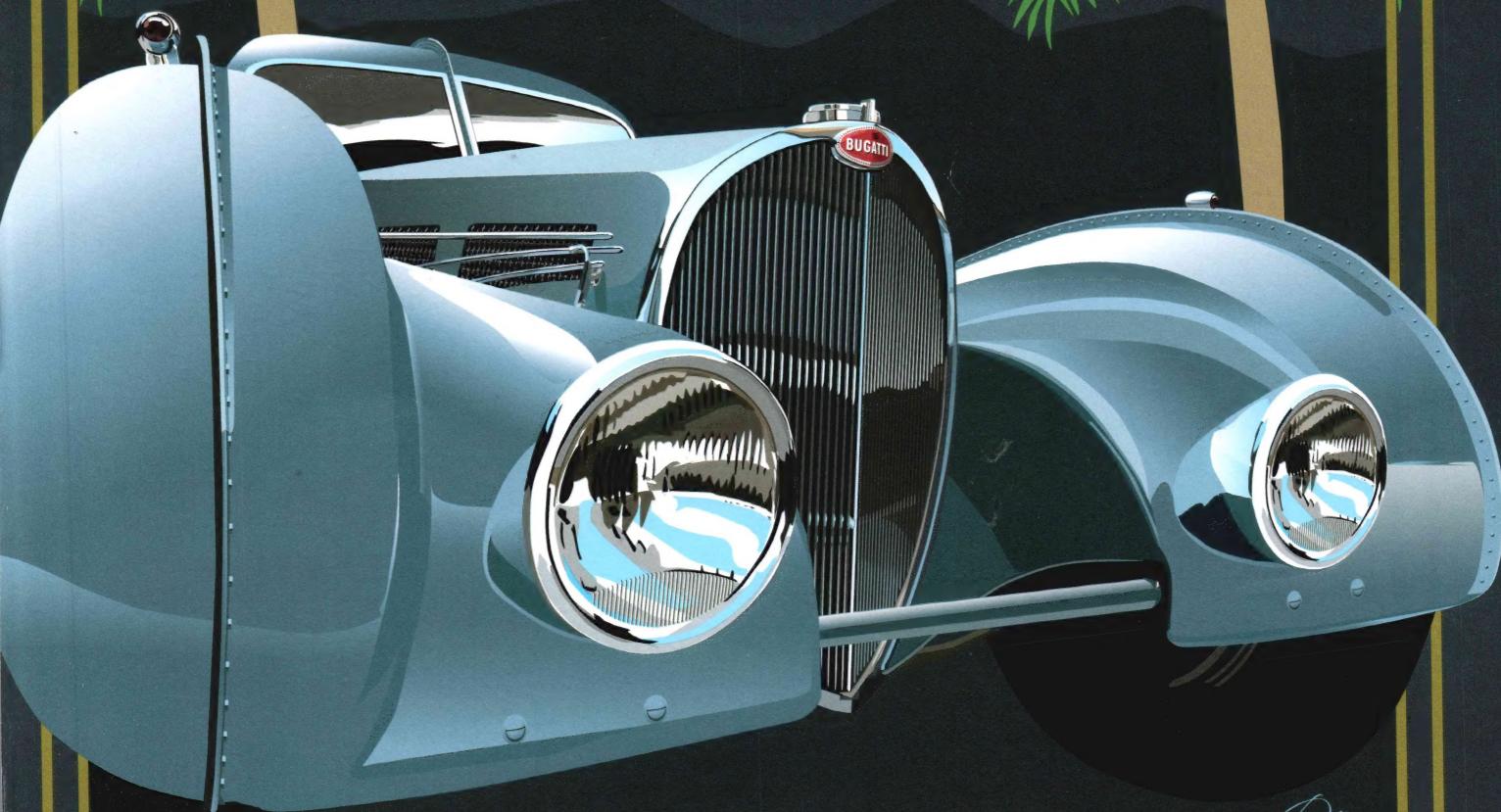


SAN MARINO MOTOR CLASSIC

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SUNDAY, AUGUST 28TH, 2022

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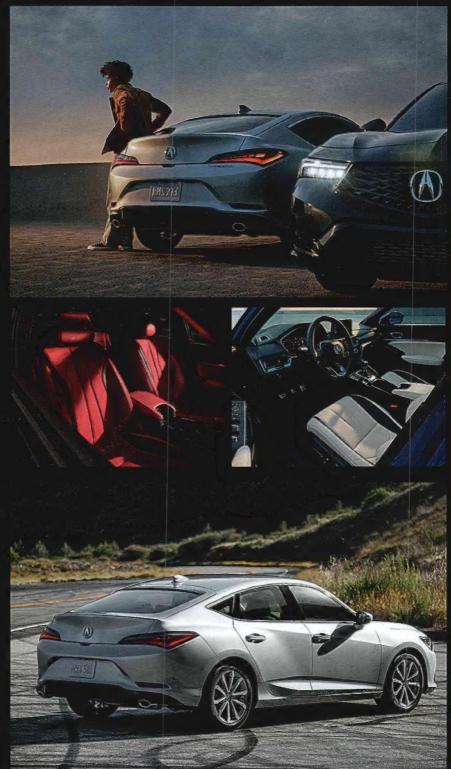


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August 28, 2022

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Gala Committee

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Chris Briffett

Volunteer Chairman

Welcome to the 11th Annual San Marino Motor Classic and 6th Annual Symphony of Cars Gala. I want to thank our organizing committee, volunteers, sponsors, donors, judges, vendors and exhibitors who continue to support this event through the many trials and tribulations that have challenged us over the past several years.

This year's edition of the San Marino Motor Classic includes the Ferrari Club of America Southwest Region's Concorso Ferrari the Classic Car Club of America's Pal Cerf Meet, and Packard International's Grand Salon. I would like to welcome the Porsche Club of America, San Gabriel Valley Region (PCA-SGVR) that is holding their Concours at the San Marino Motor Classic. For the second consecutive year we are pleased to host the Automotive Fine Arts Society Art Exposition and Sale. Our event would not be complete without hosting San Marino resident David Lee and seven of his rare and exotic Ferrari's.

I would be remiss if I did not mention that over the past 10 years, the San Marino Motor Classic has raised over \$2.8 million that has been distributed to our charitable beneficiaries, the Pasadena Humane Society, Cancer Support Community Pasadena, and the San Marino Rotary Charities, which acts as a conduit in distributing funds to over 20 charitable organizations throughout the San Gabriel Valley. One other fact that should not go unnoticed is that the entire San Marino Motor Classic is produced by volunteers. The organization has no paid employees.

I would like to also take this opportunity to thank the San Marino City Council, the City Management Team, Police and Fire Departments, and the staff at Lacy Park for their assistance in allowing the San Marino Motor Classic to be held in Lacy Park. Thanks, must also go to the residents of San Marino, especially those who live near Lacy Park, for their understanding and support of the event.

Mention should be made that the San Marino Motor Classic, while being a car show, also brings people to our city that would most likely never be exposed to our park lined boulevards, and stately homes. The Motor Classic also brings money into our community that would probably never find its way to San Marino. In 2020-21 the San Marino Motor Classic pledged \$50,000 for the refurbishment of Lacy Park Rose Garden. Your support of the San Marino Motor Classic is essential for the event continuing to be a contributing element in our community.

I would like to give my thanks to David Kunz, KABC Automotive Reporter, and Ed Justice, Jr., who are our Master of Ceremonies for our event. The San Marino Motor Classic could not go on without SMMC Chief Judge John Milliken and Assistant Chief Judge Allan McCrary along with Concorso Ferrari Chief Judge Bruce Leeds and Concorso organizer Jim Bindman. I am grateful for the support of the Classic Car Club of America, Ron Verschoor, Paul Whitney and Fred Lax who together with Robert Escalante and Tom Shiel of Packards International are responsible for bringing many of the pre-war classics to Lacy Park. New to the San Marino Motor Classic is PCA-SGVR President Jose Cortez, President, and their Judge Michael Dolphin.

When you look around and take in the entire ambience of the San Marino Motor Classic, thanks must be given to Rod Miller, Operations Chairman, and the recipient of the 2019 Ben Reiling Memorial Volunteer Award for outstanding service. This award will be presented at the Symphony of Cars Gala at which time Stephen Russell Chairman of the Ways and Means Committee for the past 11 years will be the 2022 recipient. Steve was instrumental in bringing a Class of Tournament of Roses Parade Cars and the PCA-SGVR Concours to the San Marino Motor Classic.

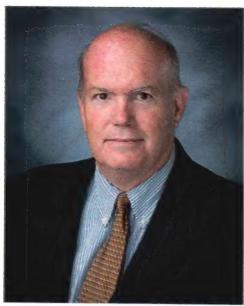
It has been a pleasure for my committee to bring this event to San Marino's Lacy Park, and I hope that you will all enjoy the day!

Best personal regards,

Aaron Weiss
Chairman



Susan Jakubowski
Mayor



Steve Talt
Vice Mayor



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City of San Marino

**The San Marino City Council
Welcomes the
San Marino Motor Classic**

The San Marino City Council is pleased to have the Motor Classic return to Lacy Park.

We and our community especially appreciate the various contributions the San Marino Motor Classic has made to the benefit of the City. The contributions to Centennial Field and the playground at Lacy Park are much appreciated.

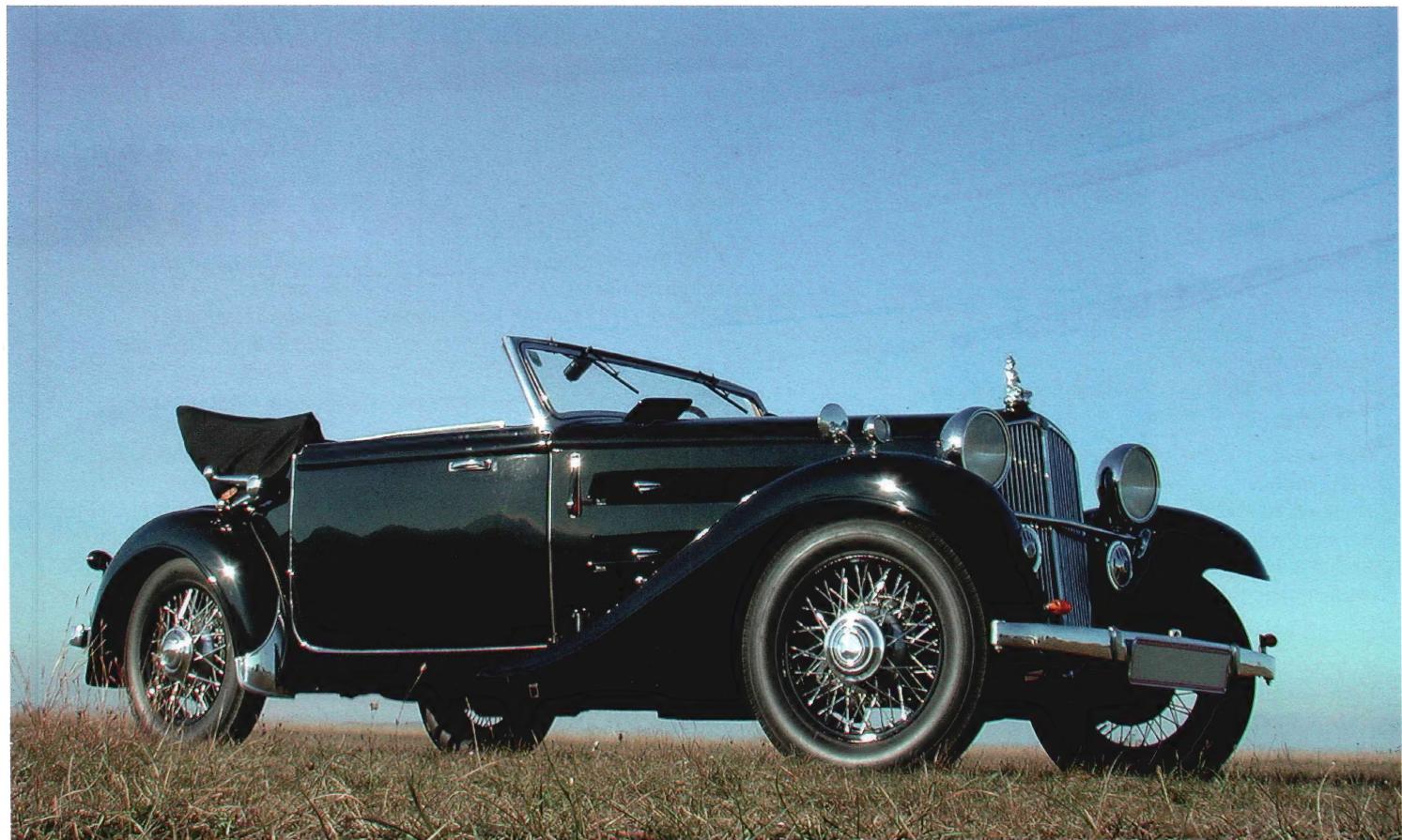
We hope you enjoy your day at the Motor Classic here in San Marino.

Mayor Susan Jakubowski

The San Marino City Council consists of five members, elected by residents. Council Members serve without any financial compensation and elect one of their own to serve as Mayor annually. No City of San Marino funds were expended on this advertisement.

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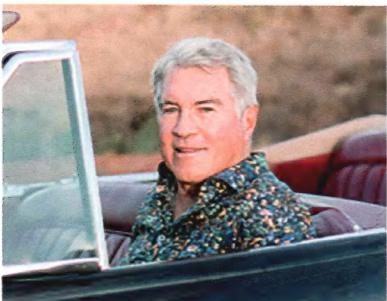
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2022 SAN MARINO MOTOR CLASSIC

Chief Judges



John Milliken – Chief Judge, San Marino Motor Classic

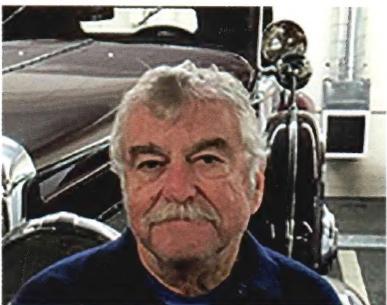
John is a lifelong car enthusiast, collector, restorer, author, and automobile historian. Over the course of fifty years, he has meticulously and beautifully restored over forty cars, and has written scores of articles for publication in vintage car and club magazines.

John is a retired Delta Airlines pilot having flown international and domestic routes for twenty-eight years. Prior to flying in the private sector, John served two tours in Vietnam with the Air Force.

In addition to restoration, John has a long history of being involved in the car hobby. He serves on the National Board of Directors of the Classic Car Club of America, is the Chair of the Classification Committee, and is the Chief Judge for the CCCA National Annual Meeting. He is a member of the International Chief Judge Advisory Board involved with the standardizing of judging procedures.

He has also been Chief Judge for the Santa Barbara Concours, the Palm Springs Concours, and last year served as Honorary Judge for the Las Vegas Concours. In 2020, John was part of the jury for the 21 Gun Salute Concours and Rally in India. This year will be his fourth year as Chief Judge for the San Marino Motor Classic.

John and his wife, Leslie, make their home in Westlake Village.



Allan McCrary – Assistant Chief Judge, San Marino Motor Classic

Allan McCrary has been a member of the Auburn Cord Duesenberg Club since 1974, serving on its Board of Directors, as President and is currently the National Chief Judge where he was instrumental in developing recently revised judging standards that focus on authenticity for the three marques.

He is also a Classic Car Club of America (CCCA) Accredited Judge. He is a member of the American Bugatti Club, the 356 Registry and the CCCA where he has participated in ten CARavans. Allan serves on the Advisory Board for the Serrano and Lincoln Hills Concours, is a consultant for the Academy of Art University Collection, and has assisted the Head Judge of the San Marino Motoring Classic for the last five years.

He maintains an eclectic collection of automobiles covering a wide range of interests; Classics, Post War German and British Sports cars and American Luxury / Muscle.

In addition, he holds a Sports Car Club of America Full Competition License. He is a retired pilot with three careers in aviation: as a Colonel in the United States Air Force, Branch Chief for the National Aeronautics and Space Administration, and as a Captain for Southwest Airlines.

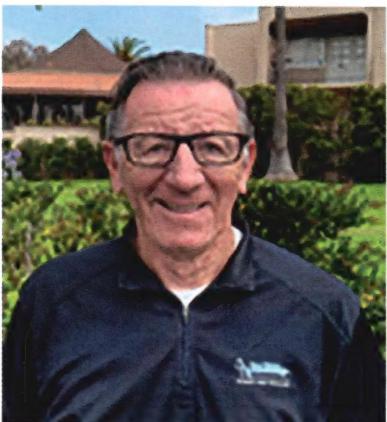
Tom J. Scheil – Chief Judge, Packards International, Grand Salon

Tom has been an active member of the collectable car community since the early 1960's, having purchased his first antique car (a 1931 Chrysler rumble seat coupe) in 1962. Subsequent purchases followed in the late 60's and mid 70's including a 1934 Packard Phaeton, a 1949 Packard sedan, and in the year 2000, a 1968 Rolls Royce. Tom personally restored his Packard Phaeton over a period of 11 years, finally completing this task in 1979.

As a member of Packards International, Packards Automobile Classics, the Antique Automobile Club of America, The Classic Car Club, the Chrysler Club, and the Rolls Royce Club, for many years, Tom has personally judged for these clubs over the years.

Originally born in New Jersey and having lived there for 40 years, Tom was a member of the CCCA Metropolitan Region Classification Committee in the 70's. After moving to southern California in 1979, he became an active member of the Southern California Region of CCCA, and also a member of their Classification Committee.

Being very active in the Packards International Car Club since moving to California, Tom has held the Head Judge position for the last 8 years.





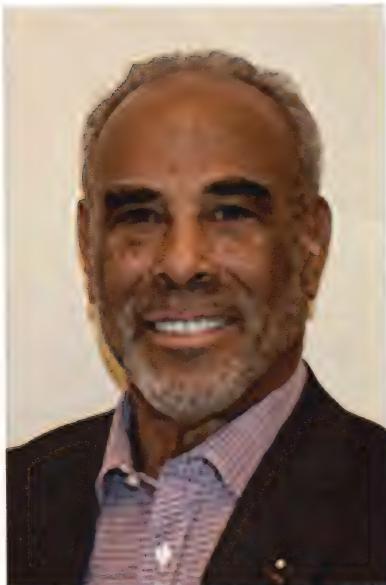
Bruce Leeds – Chief Judge, Ferrari Club of America

Bruce Leeds is a native Californian who grew up in the San Gabriel Valley close to Lacy Park. He discovered Ferraris reading *Road & Track* magazine when he was 13, and has been a fan ever since. He has made 2 pilgrimages to the Ferrari factory in Maranello, and has toured many of the classic automotive design studios in Italy.

Bruce has been a judge of many types of cars. He judged 55-56-57 Chevys at several national conventions, and was a class manager and judge for several years at the Palos Verdes Concours. He also judged Ferraris for 8 years at the Concorso Ferrari.

His own Ferrari - a 575M Maranello - has won 13 Platinum awards. This year Bruce will be the Chief Judge at the Concorso Ferrari and looks forward to an outstanding display of Prancing Horses.

Bruce and Peggy, his wife of 49 years, enjoy participating in Ferrari Club of America events and taking their Ferrari out on the road.



Michael Dolphin – Chief Judge, San Gabriel Valley Region – Porsche Club of America

In 1977, Michael bought his first used Porsche - a 914. It was a very, very, very used 914 and the price reflected that. In 1978, Michael found another deal and bought a 1968 Porsche 912.

Michael didn't find out about the Porsche Club of America until 1986 when he joined the Grand Prix Region of PCA ,and it got meteoric from there!!

Along the way, Michael has acquired and continues to keep another 914 waiting to be assembled, a fully Euro '77 Carrera 30 (my track car), a 1999 996 Carrera (Concours winner for several years) and a 2015 amazingly performance-optioned Macan S (I had to ask Porsche to build my own GTS-Turbo hybrid in 2015).

Michael is a Viet Nam era Army veteran and very proud that his Porsches own paint colors of red, white and blue.

Michael has held a number of positions at local Region and Zone levels. He was the Zone 8 Representative from 2007 thru 2011 Michael, is an active Concours Judge and High-Performance Driving Education Instructor. Currently, Michael is the Region Tech Advisor for the Grand Prix Region.

2022 SAN MARINO MOTOR CLASSIC

Judging Staff



SAN MARINO MOTOR CLASSIC JUDGES

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Paul Cunha	Arno Leskinen	Rick Tomsice
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Jim Davidson	Gary Marchetti	Thomas Warden
Michael Dolphin	Dirck McBurnie	Gerry Wilburn
Jerry Dotson	Pierce Milliken	Bob Wright
Joe Downie	John Mutlow	Paul Whitney
Corena Dusek	Will Nighswonger	Steve Young
Richard Frauenzimer	John Nolan	Shelly Zide
Jacqueline Ginsburg	Patrick Nolan	
Chris Green	Jonathan Ortiz	



INTERNATIONAL MOTOR CLUB

PACKARDS INTERNATIONAL JUDGES

Tom Scheil, Head Judge	Ryan Da Rosa	Chris Nuno
Charles Barnett	Clione Elam	Marty Robertson
Andy Blake	John Fugatt	Diane Robertson
Carol Blake	George Heer	Bruce Spangrud
Herman Dentler	Ron Larson	Robert Waner



PORSCHE CLUB OF AMERICA JUDGES

Nauman Alikhan
James Alton
R.J. Arnett
Andrew Au
Brian Barkhoff
Robert Bauer
Philip Borup
Paul Boulet
Mark Buehler
Rich Canales
Carlos Cardenas
Misty Coffield
Rand Coffield
Pierre Corriveau
Michael DaSilva

Michael Dolphin
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Anna Wong
Robert Young
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SOUTHWEST REGION

FERRARI CLUB OF AMERICA - SOUTHWEST REGION JUDGES

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Kevin Enderby
Stuart Field
Jim Hunter
Charles Jung
Curtis Jung
Greg Kehoe
Maurice Khawam
Dell Lall

Peter Lund
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Steve Mraovic
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2022 SAN MARINO MOTOR CLASSIC

Movers & Shakers - Making a Difference



Jim Bindman, Chairman of the Board, Ferrari Club of America – Southwest Region

Jim has been a Ferrari collector and enthusiast all of his adult life. He has been an active member of the San Marino Motor Classic Organizing Committee for 11 years. In addition, Jim has served as President of the Southwest Region of the Ferrari Club of America and is currently Chairman of the Board of the Region.

In addition, Jim is the organizer of two highly successful Ferrari Meets, one at Vandenberg Air Force Base and the other at Edwards Air Force Base.

Jim was instrumental in bringing the Concorso Ferrari to the San Marino Motor Classic in 2019, and has worked diligently to make the Concorso a successful part of the San Marino Motor Classic.



Jose Cortez, President, Porsche Club of America – San Gabriel Valley Region

Jose as President of the SGVR was instrumental in bringing the San Gabriel Valley Region's PCA Concours to the San Marino Motor Classic. Jose has worked tirelessly to recruit cars, judges and ensure that the event will be held according to PCA rules. The San Marino Motor Classic is pleased to welcome Jose to its Organizing Committee.

Jose is a lifelong car enthusiast, collector, restorer, college professor. Over the course of 45 years, he has meticulously and beautifully restored several cars. His passion for cars extends from American, European and Japanese models.

In addition to restoration, Jose has a long history of being involved in the car hobby. He is the current President of the Porsche Club of America-San Gabriel Valley Region and has served as Vice-President, Activities Chair, Concours Chair, and PCA Zone 8 Judge. When Jose is not busy with the Porsche Club activities, you can find him in the classroom at either Pasadena City College, Ventura College or any of the Pasadena area high schools teaching Business Administration and Management courses.

Jose and his two Aussies (Harley and Koda), make their home in Pasadena.



2022 SAN MARINO MOTOR CLASSIC

2021 Award Winners

Best in Show – Pre War

1930 Duesenberg Murphy Butterfly
Dual Cowl Phaeton
Ross Meyer

Best in Show – Post War

1951 Delahaye Model 235
Peter Mullin

Chairman's Award

1937 Delahaye 135 Torpedo Cabriolet
Mark Hyman

Classic Car Capital Award

1982 Lamborghini Countach
Jason Russo

Mayor's Award

1920 La Bestioni Beast of Turin 14 Liter Racer
Gary Wales

Meguiar's Award

1971 Oldsmobile 442 Convertible
Ron Siess

Most Elegant Antique

1914 Packard
Janice & Joe Conzonire

Most Elegant Open Pre-War Car

1933 Cadillac V16 Convertible Coupe
John Groendyke

Most Elegant Pre War Car Award

1928 Packard Model 443 Dual Window Phaeton
Dianne & David Reidy

Most Elegant Post War Car Award

1961 Mercedes-Benz 300 Model D Sedan
Barry Sohnen

Pasadena Humane Society Award

1970 Ford Torino Cobra
John Chencharick

Art Center College of Design- Designer's Choice

1955 Ferrari Europa 250GT
Ken Roath

People's Choice

1966 Toyota Corona
Edgardo Lim

San Marino Rotary Club Award

1959 Scimitar Hard Top Coupe
Petersen Automotive Museum

Sports Car Market Pursuit of Passion Award

1955 Ferrari 250 Europa GT
Ken Roath

William Plunkett Memorial Award

1937 Cord 812 S/C Phaeton
Ken Tibbot

Most Original Car

1928 Lincoln Locke Touring
Steve Babinsky, Lebanon, NJ

CLASS AWARDS

Class A: Brass & Nickel Era

- First Place 1914 Moline Knight SD Opera Sedan
Sandy Hansen
- Second Place 1909 De Dion Type de Course
John Adamick
- Third Place 1914 Packard
Janice & Joe Conzonire

Class B: HVA Preservation Class

- First Place 1928 Lincoln Model L
Susan & Steven Babinsky
- Second Place 1925 Rolls-Royce Silver Ghost
Michael Adams
- Third Place 1973 Plymouth Duster
Doug Vura

Class C-1: American Classics Open - CCCA

- First Place 1932 Pierce-Arrow Model 52
John Woods III
- Second Place 1933 Duesenberg Model J
Jeannie & Rob Hilardes
- Third Place 1932 Chrysler Imperial CL LaBaron Convertible
Larry Nannini

Class C-2: American Classics Closed - CCCA

- First Place 1931 Nash 857 Touring Sedan
Gary Marchetti
- Second Place 1939 Packard Series 1708 Brunn
All Weather Phaeton
- First Place 1936 MG SA Salon
Dave Spiegel

Class C-5: Packard International Grand Salon - Pre War

- First Place 1932 Packard Series 907 7 Passenger Sedan
Grace & Tom Neal
- Second Place 1936 Packard Series 1407
Ricardo DaRosa
- Third Place 1934 Packard Series 1101
Frank Jackson & Sherry Venator

Class C-6 - Packard International Grand Salon - Post War

- First Place 1954 Packard
Grace & Tom Neal
- Second Place 1954 Packard Caribbean
Bruce Spangrud
- Third Place 1954 Packard Caribbean
Crevier Classic Cars

2022 SAN MARINO MOTOR CLASSIC

2021 Award Winners

CLASS AWARDS

Class D-1: American Classics Pre War – Non CCCA

- First Place 1936 Hupmobile Aerodynamic Coupe
Dave Newquist
- Second Place 1932 Plymouth PB Sport Roadster
Susan & Ben Fields
- Third Place 1941 Graham Hollywood Supercharged
Ron Cressy

Class D-2: American Classics Ford Pre War – Non CCCA

- First Place 1937 Ford Darrin Convertible Coupe
Karen & Richard Atwell
- Second Place 1939 Convertible Coupe
Jay Harris
- Third Place 1930 Model A De Luxe Coupe
Tony Catrooppa

Class E-1: Porsche 356 – Open & Closed

- First Place 1956 Porsche 356Ac Speedster
Rick Johnson
- Second Place 1954 Porsche 356 Bent Window Coupe
Ken Roath
- Third Place 1965 Porsche Coupe
Lynn Wallace

Class E-2: Porsche – Porsche 911 Through 1973

- First Place 1973 Porsche 911 S Coupe
Sherrill & Paul Colony
- Second Place 1967 Porsche 911 S Targa
Aurora & Bradley Baldwin
- Third Place 1973 Porsche 911 RS
Sheila & Joe Salvo

Class E-3: Porsche – Porsche 911 Through 1974 – 1989

- First Place 1976 Porsche 911 Targa
Evalyn & Stephen Rappel
- Second Place 1979 Porsche 930 Turbo
David Samkow
- Third Place 1976 Porsche 912E Targa
Stephen Bitter

Class F-1: American Luxury Open – 1947 – 1974

- First Place 1953 Buick Skylark Gran Sport
Roland Scott
- Second Place 1950 Oldsmobile Rocket 88
Convertible
Chuck Michel
- Third Place 1962 Ford Thunderbird Convertible
Sport Roadster
Anita Nunez

Class F-2: American Luxury Closed – 1947 – 1974

- First Place 1963 Chevrolet Impala
Blanca & Cesar Lozano
- Second Place 1956 Chevrolet Bel-Air 2 Door Hardtop
Len Yerks
- Third Place 1964 Ford Thunderbird
Anthony Maggio

Class G-1: European Luxury Open – 1947 – 1974

- First Place 1951 Delahaye Model 235
Peter Mullin
- Second Place 1954 Rolls-Royce Silver Dawn
Michelle & Wm. Cronkite
- Third Place 1952 Rolls-Royce Silver Dawn
Ernie Ruelas

Class G-2: European Luxury Closed – 1947-1974

- First Place 1968 Maserati Sebring
Sally & Michael Kerns
- Second Place 1966 Ford Lotus Cortina
Jim Hall
- Third Place 1961 Mercedes-Benz 300 Model D Sedan
Barry Sonhen

Class H: Exotic Super Cars

- First Place 2000 Lamborghini Gallardo 550-2 Balboni
Andrew Tymkiw
- Second Place 2008 Lamborghini Murcielago
Douglas Greene
- Third Place 1975 Lamborghini Urraco P-250 Tipo 111
Christopher Holl

Class I: American Post War Orphan Marques – Through 1974

- First Place 1964 Studebaker Avanti
Stanley Haverland
- Second Place 1964 Studebaker Avanti
Randy Simon
- Third Place 1952 Maverick Sportster
Chris Roth

Class J-1: Japanese Manufacturer – 1966 – 1972

- First Place 1966 Toyota Corona
Edgardo Lim
- Second Place 1971 Toyota Land Cruiser FJ 43
Michael Tomasulo
- Third Place 1970 Datsun BRE 510
Eric Schulhof

Class J-2: Japanese Manufacturer – 1973 – 1990

- First Place 1984 Toyota Supra
Gary Toomer
- Second Place 1986 Isuzu Impulse
Jeff Shein
- Third Place 1986 Honda Prelude
Chris Green

Class K: Hot Rods – 1928 – 1940

- First Place 1932 Ford Roadster Pick-Up
Don Lindfors
- Second Place 1932 Ford 3 Window Coupe
Augustine Esposito
- Third Place 1933 Ford Cabriolet
Tom Schauppner



CLASS AWARDS

Class M-1: Mercedes-Benz 300SL Roadster and Gullwing

- First Place 1957 Mercedes-Benz 300SL Roadster
Kip Cypress
- Second Place 1956 Mercedes-Benz 300SL Gullwing
Charlie Duvall
- Third Place 1956 Mercedes-Benz 300SL Roadster
Bonnie & John McDonald

Class M-2: Mercedes-Benz 190SL & Pagoda

- First Place 1958 Mercedes-Benz 190SL
Timmons Family
- Second Place 1969 Mercedes-Benz 280SL
William Fowler
- Third Place 1971 Mercedes-Benz 280SL
Susan & Roger Rousset

Class M-4: Mercedes-Benz Luxury Through 1972

- First Place 1956 Mercedes-Benz 300Sc Roadster
John Word III
- Second Place 1971 Mercedes-Benz 280SE
3.5 Cabriolet
Jeff Wu
- Third Place 1972 Mercedes-Benz 280SE 4.5
Jeff Sasich

Class N-1: American Big Block Muscle Cars 1962 – 1972

General Motors

- First Place 1969 Chevrolet Camaro
Tyler Lee
- Second Place 1971 Oldsmobile 442 Convertible
Ron Siess
- Third Place 1965 Pontiac GTO
Rowland Hall

Class N-2: American Big Block Muscle Cars 1962 – 1972

Non GM

- First Place 1970 Ford Torino Cobra
John Chencharick
- Second Place 1968 Dodge Charger R/T
Jack Thomas
- Third Place 1968 Shelby GT500
Christopher Sullivan

Class N-4: Pony Cars Small Block 283-350CI Through 1973

- First Place 1970 Chevrolet Yenko Deuce Nova
William Hilton
- Second Place 1967 Plymouth Barracuda
Stuart Suede
- Third Place 1966 Ford Shelby Mustang GT350
Margaret Alley & Mary Wong

Class O: Italian Sports Cars – 1947 – 1973

- First Place 1957 Ghia Dual Ghia
Robin Handler
- Second Place 1951 Alfa Romeo 6C 2500
Super Sport Cabriolet
Herb Wysard
- Third Place 1958 Abarth Double Bubble
Christina Byrd

Class P: American Station Wagon Steel Body

- First Place 1950 Oldsmobile 88 Station Wagon
Joseph Bongiovanni
- Second Place 1976 Cadillac Castilian Wagon
Paul Marcelino
- Third Place 1967 Ford Country Squire
Michael Klyde

Class Q: Chevrolet Corvette 1953 – 1973

- First Place 1963 Chevrolet Corvette
Robert Oropallo
- Second Place 1970 Chevrolet Corvette
Joe Vasquez

Class S-1: Jaguar XKE Thru 1967

- First Place 1968 Jaguar E-Type Coupe
Frank Tillman
- Second Place 1965 Jaguar XKE Roadster
Jim Collins

Class S-2: Jaguar XK 120-140-150

- First Place 1954 Jaguar XK 120FHC
Richard Crump
- Second Place 1954 Jaguar XK 120
Glenn Chapin
- Third Place 1952 Jaguar XK 120
Vin Di Bona

Class T: Thunderbird – First Generation

- First Place 1957 Ford Thunderbird
Robert Rossi
- Second Place 1955 Ford Thunderbird
Janet South-Munyer
- Third Place 1957 Ford Thunderbird
Terry Lynch

Class U-1: British Sports Cars – Post War Through 1975

- First Place 1965 Aston Martin DB5
Elisa Stephens & Scott Stephens
- Second Place 1964 Triumph Spitfire
Barry Connally
- Third Place 1960 MG MGA Roadster
David Lans

Class U-2: Morgan

- First Place 1987 Morgan Plus 8
Larry Guzin
- Second Place 1954 Morgan Plus 4
Creighton Turner
- Third Place 1963 Plus 4 Drophead Coupe
Sammie & Gary Rand

2022 SAN MARINO MOTOR CLASSIC

2021 Award Winners

CLASS AWARDS

Class V-1: Volkswagen

- First Place 1952 Volkswagen Sunroof Beetle
Larry Luhrsen
- Second Place 1960 Volkswagen Euro Deluxe
Eddie Galvin
- Third Place 1967 Volkswagen Beetle Convertible
Stephen Russell

Class V-2: Volkswagen Custom Bodies

- First Place 1953 Dannerhauer & Stauss Cabriolet
Barbara & Michael Malamut
- Second Place 1962 Devin D Roadster
Barbara & Michael Malamut
- Third Place 1953 Dannerhauer & Stauss Cabriolet
Scott Boses & Celesta Pappas-Boses

Class W: Woodies Through 1974

- First Place 1946 Ford Sportsman
David Rusher
- Second Place 1948 Oldsmobile Delux 66
Station Wagon
Lisa & Daniel Jobe
- Third Place 1941 Ford Station Wagon
Michael Losmandy

Class Y: BMW Through 1980

- First Place 1980 BMW M535i
Christopher Kohler
- Second Place 1973 BMW 3.0CS
Chris Macha
- Third Place 1973 BMW 3.0CS
John Chadwick

Ferrari Club of America - Southwest Region Concorso Ferrari

Best In Show – Concorso Ferrari

1955 250 Europa, Ken Roath

Class R-1: Early Through 275

Platinum

1955 250 Europa, Ken Roath
1967 275, David Lee
1960 PF Coupe, Paul Colony

Gold

1965 250 Lusso, Robert Pietro

Class R-2: 330/365

Gold

1971 365 GTB/4

Silver

1967 330 GTS, Sally & Michael Kerns
1967 330 GTS, David Lee

Class R-3: Dino/308GT4 Dino

Platinum

1972 246 GTS, Sal Manzur
1975 246 GTS, Steve Bailey
1972 246 GTS, Dennis Williams

Gold

1972 246 GTS, Buddy Pepp

Class R-4: 308

Platinum

1985 308 GTS QV, Wayne Ausbrooks
1985 308 GTS QV, David Pham
1980 308 GTS, Tom Jacobsmeyer
1978 308 GTB, Ken Funk

Gold

1984 308 GTS QV, Tommy Talarico

Silver

1980 308 GTSi, Chad Woods

Class R-5: 328/348

Platinum

1994 348 Spider, Kate & Darek Schofield

Gold

1989 328 GTB Turbo, Joseph Casale

Silver

1987 328 GTS, Marilyn Wiersema

Class R-6: 355/456

Platinum

1998 355, Peter Lund
1996 355, Glen Kirtley
1997 355, Rick Grombar

Gold

1999 456M, Gary Honings

Silver

1995 355, Paul Simon

Class R-7A: 360

Platinum

2003 360 Modena, Shawn Dutton
2005 360 Spider, Ross Albu
2002 360 Modena, Steven Ishoo
2004 360 Modena, Joel Mogul

Gold

2001 360 Modena, Scott Barry

Silver

2003 Modena, David Dunn

Class R-7B: 430

Platinum

2009 430 Scuderia, Joseph Sposato
2008 430 Scuderia, Charles Jung
2006 430 Spider, Jason Carr
2005 F430, Todd Lubin

Gold

2005 F430, Dale Berman
2006 F430, Avil Farooqui
2007 430 Spider, Carl Forshage

Silver

2009 430 16M, Kenny Lombino

Class R-8: Testarossa/Boxter 430

Platinum

1984 BBL, Kirk Axtell, Sr.
2002 S75M Maranello, David Kahn

Gold

1982 400i, Sally & Michael Kerns

Silver

1991 Testarossa, Jack Walston



CLASS AWARDS

Class R-9: 550

Platinum

2001 550 Maranello, Steve Herbert
2001 550 Maranello, David Dunn
2000 550 Maranello, Stephen Wheeler
2000 550 Maranello, Chris Kirkwood

Gold

2001 550 Maranello, Miguel Koenig

Silver

2001 550 Maranello, Kenneth Woolcott

Class R-10: 612/458

Platinum

2007 612, Suzane DeMontesquieu
2008, 612, Scott Brown
2012 458, Burton Katz

Class R-9: 550

Platinum

2001 550 Maranello, Steve Herbert
2001 550 Maranello, David Dunn
2000 550 Maranello, Stephen Wheeler
2000 550 Maranello, Chris Kirkwood

Gold

2001 550 Maranello, Miguel Koenig

Silver

2001 550 Maranello, Kenneth Woolcott

Classic Car Club of America

Southern California Region

Grand Classic

Touring Early

1929 Cadillac Town Sedan - 2nd Place 82.5 points
Jim Crabtree, Hacienda Heights, CA

Primary Production 30 - 32

1931 Auburn 898 A Phaeton - 1st Place 95.5 points
Craig Thomas, Prather, CA

Primary Production 33 - 36

1936 MG SA Saloon - 1st Place 95.75 points
David Spiegel, San Marino, CA

Primary Custom 30 - 32

1930 Duesenberg J347 Dual Cowl Phaeton
1st Place 100 points
Ross Myers, Boyertown, PA
1932 Chrysler CL Convertible Sedan
1st Place 100 points
Larry Nannini, Pine Grove, CA

Primary Custom 37 - 39

1939 Packard 12 Limousine
1st Place 99 points
Robert Molino, San Marino, CA

Senior Production 30 - 32

1931 Pierce Arrow Close Coupled Sedan
1st Place 99.75 points
John Ward III, Orange, CA
1931 Nash 887 Touring Sedan
1st Place 99.75 points
Gary Marchetti, Vista, CA

Senior Production 33 - 37

1937 Cord 812 S/C Phaeton
1st Place 96.5 points
Ken Tibbot, Jamul, CA

Senior Custom 33 - 36

1933 Duesenberg SJ Convertible Sedan
1st Place 100 points
Robert Hilarides, Visalia, CA
1936 Lincoln K Convertible Roadster
1st Place 99.5 points
Harry Clark, Paradise Valley, AZ

Senior Custom 37 - 39

1939 Packard 12 Limousine
1st Place 99 points
Gary Carr, Pasadena, CA

Senior Custom 40 - 48

1941 Packard Sport Brougham
1st Place 96.5 points
Leigh Johnson, Idyllwild, CA

Premier Early 25 - 32

1932 Duesenberg J Tourster
1st Place 98.5 points
Joseph Cassini, West Orange, NJ

Premier Middle 33 - 39

1933 Cadillac 16 Convertible
1st Place 98.75 points
John Groendyke, Enid, OK

Senior Emeritus

1934 Auburn Phaeton Sedan
1st Place
Fred Lax, Malibu, CA



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2022 SAN MARINO MOTOR CLASSIC

2022 Entrants

CLASS A: Antique and Brass

Mark Hyman	St. Louis MO	1907 Columbia	Mark LXVIII Park Surrey
Fred Enstrom	San Marcos CA	1908 Buick	Model F Touring
Kenneth Hultgren	Anaheim Hills CA	1909 White	Model 30
Lance Hultgren	Villa Park CA	1910 Packard	Model 30 Touring
Janice & Joe Conzonire	San Marino CA	1911 Rambler	Model 65
James Asher	Pasadena CA	1911 Brush	Runabout
Robb Stewart	Santa Clarita CA	1912 EMF	Roadster
Dana Newquist	Santa Barbara CA	1918 Templar	4-45 Roadster
Christina Byrd	Studio City CA	1920 Bugatti	Type 13 Brescia

CLASS C-1: Prewar American CCCA Full Classics - Open

Rob & Jeannie Hilarides	Visilia CA	1929 Duesenberg	Murphy Body Butterfly Dual Cowl Phaeton
C. Thomas Craig	Prather CA	1931 Aubrun	898A Phaeton
Paul Whitney	Westlake Village CA	1930 LaSalle	Fleetshire
Alan Cutler	Temecula CA	1930 Auburn	8-125
Will Singleton	Santa Monica CA	1930 Duesenberg	Model J Convertible Sedan
Lehrman Collection	West Palm Beach FL	1932 Packard	904
Lorenzo & Susan Nannini	Pine Grove CA	1932 Chrysler	Imperial CL
Academy of Art University	San Francisco CA	1934 Packard	Convertible Victoria 12
Steve Snyder	Orange CA	1940 Packard	Super 8 Victoria by Bohman & Schwartz
Fred Lax	Malibu CA	1941 Cadillac	Series 62 Convertible Sedan
Richard Strotjost	West Covina CA	1941 Lincoln	Continental Cabriolet
Terry Kaplan	Northridge CA	1941 Cadillac	Series 62 Convertible Sedan

CLASS C-2: Prewar American CCCA Full Classics - Closed

Karalyn Ahmanson	Los Angeles CA	1937 Cadillac	V-12 Town Sedan Series 85-7539
Peter Hartmann	Paulden AZ	1938 Packard	12 Cylinder Formal Sedan
Gary Carr	Pasadena CA	1939 Packard	12 Cylinder Touring Cabriolet by Brunn
Leigh Johnson	Idyllwild CA	1941 Packard	Series 1907
Ronald Verschoor	Beverly Hills CA	1941 Cadillac	60 Special

CLASS C-3: Prewar European CCCA Full Classics

Sandy Hansen	Fillmore CA	1925 Rolls-Royce	Silver Ghost
Partick & Eva Mauer	Pasadena CA	1928 Rolls-Royce	Springfield Phantom I
The Nethercutt Collection	Sylmar CA	1932 Maybach	Zeppelin DS8
Eduardo Zavala	St. Petersburg FL	1935 Swallow	SS1 Coupe
Peter Mullin	Oxnard CA	1936 Tatra	Type 87
Ernie Ruelas	Whittier CA	1937 Bentley	4.5 Litre Hooper Bodies Sport Coupe
Jim & Tonya Hull	Malibu CA	1938 Bugatti	Type 57C
The Motorcar Society	Murietta CA	1939 Delage	D6-70 Figonia & Falaschi DHC
Randy Carlson	Aguanga CA	1940 Mercedes-Benz	320 Cabriolet by Rometsch
Gust Nelson	Irvine CA	1948 Jaguar	MK IV a

CLASS C-5: Prewar Packards (Packards International)

Mike Harrah	Santa Ana CA	1929 Packard	Series 645 Dual Cowl Phaeton
Tom Neal	Santa Ana CA	1932 Packard	Series 904 7 Passenger Sedan
Tom Neal	Santa Ana CA	1932 Packard	7 Passenger Sedan
Andy Spilkomian	Sherman Oaks CA	1935 Packard	1201 Eight Phaeton
Ricardo da Rosa	San Diego CA	1936 Packard	Series 1907 V12 Convertible Coupe
Karen Hallsman	West Hills CA	1936 Packard	120 B Touring Sedan
Jose Munoz	Los Angeles CA	1936 Packard	Series 1400 Sedan
Mike Harrah	Santa Ana CA	1938 Packard	Town Car
Russell Harmon	Riverside CA	1939 Packard	Model 120
Jose Munoz	Los Angeles CA	1939 Packard	Super 8 Convertible Coupe
Custom Auto Service	Santa Ana CA	1940 Packard	Sedan

CLASS D: Prewar Non CCCA

James Skalicky	La Verne CA	1928 Ford	Phaeton
Michael Klyde	Long Beach CA	1931 Ford	Model A Model 40B Delux Roadster
Gary Marchetti	Vista CA	1932 Nash	970
Gary Laughlin	Chino CA	1933 Plymouth	PCXX
Crevier Classic Cars	Costa Mesa CA	1936 Terraplane	Series 62 Custom Brogham


CLASS D: Prewar Non CCCA - continued

Larry Wehrle	Pasadena CA	1937 Buick	Century Coupe
Lonnie Gallegos	Alhambra CA	1938 Chevrolet	Master Eagle
John Larson	South Pasadena CA	1939 Graham	Sharknose
Joel Shapiro	Toluca Lake CA	1940 Buick	Super
Mark Matsumoto	Altadena CA	1940 Buick	Special Sedan

CLASS E-1: SGVR PCA Concours - Special Catagories

Robert Hatch	Murrieta CA	1970 Porsche	911T
Brion Tyler	Manhattan Beach CA	1962 Porsche	Twin Grill Roadster
Vache Jorpajian	Pasadena CA	1958 Porsche	Speedster
Eddie Arnett	Sierra Madre CA	1970 Porsche	914-6
Michael Bensen	Woodland Hills CA	1965 Porsche	Cabriolet
Jack Diramarian	Pasadena CA	1997 Porsche	993 RS

CLASS E-2: SGVR PCA Concours - Detail & Shine

Jim Youngson	Santa Barbara CA	1969 Porsche	912
Lisa Balazs	Beverly Hills CA	2000 Porsche	911 Millenium Edition
Brian Donnelly	North Agura Hills CA	1987 Porsche	911 Carrera
Stephen & Evelyn Rappel	San Marino CA	1976 Porsche	911S
Stephen & Evelyn Rappel	San Marino CA	1979 Porsche	930 Turbo
Craig Lichenstein	Thousand Oaks CA	1965 Porsche	911 Coupe
Robert & Eileen Young	Fullerton CA	1965 Porsche	911
Rob Greene	Cowan Heights CA	2003 Porsche	911 Turbo
Jack Pinsker	North Hollywood CA	1967 Porsche	912
William Whitney	Canyon Lake CA	1986 Porsche	944 Turbo Coupe
Verone Pangilinan	La Mirada CA	1990 Porsche	911
Arnulf Graf	Pasadena CA	1990 Porsche	Carrera 2

CLASS E-3: SGVR PCA Concours - Street-Vintage

Kent Burns	Porter Ranch CA	1956 Porsche	356A
Stephen Russell	Pasadena CA	1969 Porsche	911E Targa
Bill Stahlman	La Verne CA	1977 Porsche	911S
Chuck Bartron	Long Beach CA	1984 Porsche	930
John Gormly	Newport Beach CA	1960 Porsche	Cabriolet
John Chadwick	Bradbury CA	1965 Porsche	356 C
Obie Alvarez	Pasadena CA	1997 Porsche	993 Coupe
James LoGudice	Tustin CA	1972 Porsche	911S
Alec & Cynthia Ingle	Altadena CA	1969 Porsche	912 Targa
John Flynn	Thousand Oaks CA	1973 Porsche	914
Lynn Wallace	San Clemente CA	1965 Porsche	356C
Stephen Hoskins	Altadena CA	1970 Porsche	911T
Stephen Bitter	Pomona CA	1976 Porsche	912E
Rick Johnson	Santa Ana CA	1971 Porsche	911T
David Samkow	Burbank CA	1979 Porsche	930 Turbo Carrera
Carlo Minassian	Tujunga CA	1989 Porsche	930 Turbo
Jose Cortez	Pasadena CA	1974 Porsche	911
Andrew Kahn	La Canada CA	2007 Porsche	GT3RS
Glenn Ishida	Pomona CA	1981 Porsche	924 Turbo

CLASS E-4: SGVR PCA Concours - Unrestored-Vintage

Charlie Chan	Walnut CA	2020 Porsche	911
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CLASS E-6: SGVR PCA Concours - Street-Modern

Misty Coffield	Monrovia CA	2004 Porsche	Boxter
Yao-Chien Lee	West Covina CA	2006 Porsche	Cayman S
Matthew Vanderwielen	Upland CA	2012 Porsche	991
Michael DaSilva	Azusa CA	2013 Porsche	Carrera
Paul Maurin	Pasadena CA	2014 Porsche	911 50th Anniversary Edition
Robert Bauer	Altadena CA	2015 Porsche	911 Carrera
Pol Pittayanuruk	Panorama City CA	2017 Porsche	Macan GTS

2022 SAN MARINO MOTOR CLASSIC

2022 Entrants

CLASS E-7: SGVR PCA Concours - Unrestored-Modern

Carol Madonna	Manhattan Beach CA	1963 Porsche	356B Super 90
Scott Myers	Monrovia CA	1973 Porsche	914 2.0
Andrew Au	Covina CA	1983 Porsche	911 SC Targa
Armen Hovannesian	Glendale CA	1984 Porsche	911 Carrera
Lynn Wallace	San Clemente CA	1987 Porsche	911 Carrera Targe
Aaron Mascorro	Rosemead CA	1989 Porsche	911
Chester Contaoi	Culver City CA	1996 Porsche	993
Rene Cortez	Burbank CA	1997 Porsche	993 Carrera C4S
Resty Buenavidez	Glendale CA	2005 Porsche	996 Turbo S
Brian Barkhoff	Whittier CA	2008 Porsche	997 GT2
Randy Coffield	Monrovia CA	2015 Porsche	911
Crispin Luna	Altadena CA	2015 Porsche	911 Carrera GTS
Jim Lanum	Santa Rosa Valley CA	2019 Porsche	911 Turbo S Cabriolet
Robert Rossato	Duarte CA	2019 Porsche	GT3
Randy Coffield	Monrovia CA	2019 Porsche	Macan
David Jones	San Dimas CA	2020 Porsche	911 992 Carrera S
Patty Lechuga	Altadena CA	2020 Porsche	Macan S
Richard Canales	Whittier CA	2022 Porsche	Boxter 25
Ruben Canales	Fontana CA	2022 Porsche	718 Boxter GTS

CLASS E-8: SGVR PCA Concours - Full Modern

Bata Mataja	Malibu CA	1957 Porsche	Speedster
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CLASS E-9: SGVR PCA Concours - Outlaws

Alan Surgi	Granada Hills CA	1957 Porsche	356 Outlaw
Robert Kelly	Whittier CA	1963 Porsche	356

CLASS F-1: American Luxury Open 1947 - 1974

David Woody	Long Beach CA	1940 Lincoln	3 Window Coupe
Charles Michel	Lake Arrowhead CA	1950 Oldsmobile	Rocket 88
Jeff Wildin	Dallas TX	1956 Lincoln	Premiere Convertible
Bobby Kenz	Pasadena CA	1956 Chevrolet	Bel Air
Hugo & Amelia Cepeida	Pasadena CA	1957 Chevrolet	Bel-Air
Terry Lynch	Burbank CA	1957 Ford	Thunderbird
Rick Davis	Los Angeles CA	1957 Cadillac	El Dorado Biarritz Concertible
Robert & Virginia Huntington	North Tustin CA	1957 Ford	Thunderbird
Lyn & Tom Cacciatore	San Marino CA	1958 Ford	Farilane Skyliner
Cesar Lozano	Downey CA	1959 Chevrolet	Impala
Paul Forgette	Covina CA	1960 Chrysler	300F
Elayne Bendel	Mission Viejo CA	1964 Lincoln	Continental Convertible
Harold Tennen	Los Angeles CA	1965 Lincoln	Continental

CLASS F-2: American Luxury Closed 1947 - 1958

Brad Prescott	Palm Springs CA	1948 Chrysler	New Yorker
Central Coasting Auto Stable	Creston CA	1948 Tucker	Model 48
Robert Robin	San Marino CA	1949 Cadillac	Series 62 Sedanette
Jerry Bieser	San Juan Capistrano CA	1949 Cadillac	Series 62
Rich Atwell	Fredricksburg TX	1953 Lincoln	Custom Durham 2 Door Hardtop
James Huizdos	Palos Verdes Estates CA	1955 Chrysler	New Yorker St. Regis
Gary Carr	Pasadena CA	1956 Lincoln	Premiere Coupe
Robert Supalla	Fallbrook CA	1956 Cadillac	Fleetwood
Len Yerkes	Brea CA	1957 Chevrolet	Bel Air
Jerry Cochran	Los Alamitos CA	1957 Cadillac	Brougham
Anthony Maggio	Harbor City CA	1958 Ford	Thunderbird

CLASS F-2: American Luxury Closed 1959 - 1976

Wolfgang Kupka	Pasadena CA	1959 Cadillac	Brougham
Jay Davenport	Alhambra CA	1961 Cadillac	Sedan DeVille -Six Window
Alice Labbe	Pasadena CA	1962 Pontiac	Grand Prix
Dale Derstine	Jurupa Valley CA	1962 Oldsmobile	Starfire
Alex Kwechansky	Los Angeles CA	1964 Buick	Electra 225
Phil Nathans	Hawaiian Gardens CA	1965 Buick	Riviera Gran Sport



CLASS F-2: American Luxury Closed 1959 - 1976 - continued

Bazil LaRouche	Riverside CA	1967 Lincoln	Continental
Nikolas Losada	San Marino CA	1968 Mercury	Parklane
William O'Neal	Camarillo CA	1969 Cadillac	Fleetwood Brougham
Chris Green	Los Angeles CA	1976 Chevrolet	Monte Carlo

CLASS F-4: American Luxury Post War (Packards International)

Charles Barnett	Carson City NV	1948 Packard	Station Wagon
George Heer	Rancho Santa Margarita CA	1949 Packard	Super 8 Victoria
Michael Lyons	El Cajon CA	1949 Packard	Super 8 Delux Club Coupe
Paul Rusnak	Pasadena CA	1949 Packard	Eight Station Wagon
Chris Nuno	San Gabriel CA	1951 Packard	Patrician
Dianne & Davin Reidy	Santa Ana CA	1951 Packard	Limousine
Ron & Linda Larson	Sierra Madre CA	1952 Packard	Convertible Coupe
Robert Waner	Hemet CA	1953 Packard	Caribbean Convertible
Bruce Spangrud	Las Vegas NV	1954 Packard	Caribbean Convertible
Jay Johnson	Hacienda Heights CA	1956 Packard	Caribbean Hard Top

CLASS G: European Luxury 1947 - 1974

Mark Hyman	St. Louis MO	1948 Daimler	DE36 Green Goddess
William Baker	Villa Park CA	1949 Bentley	Mark IV
Chuck Forward	Altadena CA	1949 Citroen T	raction Avant 15/6
William & Michelle Cronkhite	La Canada Flintridge CA	1954 Rolls-Royce	Silver Dawn Standard Saloon
Michael Siganoff	Yorba Linda CA	1961 Rolls-Royce	Silver Cloud II
Jim Davidson	Encino CA	1970 Citroen	DS21 Pallas
David Pyle	Irvine CA	1972 Rolls-Royce	Phantom VI

CLASS I: American Post War Orphan Marques

Mark Henzel	Pasadena CA	1951 Willy's Overland	Jeep 4x4 Utility Wagon
Chris Roth	Thousand Oaks CA	1952 Muntz	Jet
Phillip Jelinek	Anaheim CA	1954 Kaiser	Darrin
Paul Turek	Beverly Hills CA	1963 Studebaker	Hawk GT
Vickroy Collection	Yucca Valley CA	1963 Studebaker	Avanti R-1
Art Rosen	Orange CA	1964 Oldsmobile	Starfire
Keith Wahl	La Jolla CA	1964 Studebaker	Dayton
Dave Carter	Tarzana CA	197 Panther	J72
Stuart Walpert	San Gabriel CA	1984 Zimmer	Golden Spirit

CLASS J: Japanese Cars 1947 - 1988

Mike & Barbara Malamut	Thousand Oaks CA	1962 Mazda	T200
Joey Lopez	Arroyo Grande CA	1967 Honda	S800 Coupe
John Romano	Indio CA	1971 Datsun	240Z
Russ Capulong	Torrance CA	1973 Toyota	Corolla
Baldwin Marchack	Pasadena CA	1973 Datsun	620 Pickup Truck
Dennis Aquino	Arcadia CA	1975 Toyota	Corolla
Glenn Ishida	Pomona CA	1982 Datsun	280ZX
Michael Grassi	Rancho La Costa CA	1983 Datsun	280ZX
Frank De Jesus	Los Angeles CA	1985 Toyota	Celica GT-S
Jeff Shein	Simi Valley CA	1986 Isuzu	Impulse
Joseph DeMeo	Santa Monica CA	1988 Toyota	Celica All Track Turbo
Jonathan Ortiz	Ontario CA	1988 Nissan	300ZX Z31

CLASS K: 1932 Ford Hot Rods

Tom Schauppner	Newport Beach CA	1932 Ford	Roadster
Jerry Kugel	Whittier CA	1932 Ford	Roadster
Ken Warner	Upland CA	1932 Ford	3 Window Coupe
Bruce Meyer	Beverly Hills CA	1932 Ford	High Boy "Little Deuce Coupe"
Augustine Esposito	Gardena CA	1932 Ford	Roadster
Rich Atwell	Fredricksburg TX	1932 Ford	Mattel Hot Wheels Car
Jerry James	Claremont CA	1932 Ford	Roadster
Bruce Albertson	Los Angeles CA	1932 Ford	5 Window Coupe
Troy Ladd	Burbank CA	1932 Ford	Coupe
Michael Brennan	Glendora CA	1932 Ford	Roadster

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CLASS L: Lamborghini

Michael Trivich	Ventura CA	1969 Lamborghini	Espada Series 1
Allen Korneff	Huntington Beach CA	1969 Lamborghini	Mercialago
CJ Bonura	Los Angeles CA	1972 Lamborghini	Espada
Laust Pedersen	Menifee CA	1972 Lamborghini	Espada S2
Sally & Michael Kerns	Venice CA	1975 Lamborghini	Espada
M. Gene Ondrussek	San Diego CA	1975 Lamborghini	Urraco P-250
Jason Russo	La Crescenta CA	1982 Lamborghini	Countach
John Yardum	Sherman Oaks CA	1983 Lamborghini	Jalpa
Gary Leach	Los Angeles CA	1991 Lamborghini	Diablo
Bert Meli	Lomita CA	2003 Lamborghini	Murcielago
Lou Miraglia	Westlake Village CA	2005 Lamborghini	Murcielago
Melody Reid	Santa Clarita CA	2006 Lamborghini	Gallardo
Katherine Sales	Palos Verdes Peninsula CA	2007 Lamborghini	Murcielago Versace Edition
Christopher Conte	Beverly Hills CA	2007 Lamborghini	Gallardo Nera
Doug Greene	Corona Del Mar CA	2008 Lamborghini	Murcielago

CLASS M-1: Mercedes-Benz 300SL Gullwing and Roadster

Dennis Rummens	Glendora CA	1955 Mercedes-Benz	300SL Gullwing
Jay McDonald	Palos Verdes Estates CA	1956 Mercedes-Benz	300SL Gullwing
Charlie Duvall	San Marino CA	1956 Mercedes-Benz	300SL Gullwing
Tom & Linda Bau	Ladera Ranch CA	1956 Mercedes-Benz	300SL Gullwing
Jeff Wu	Mission Viego CA	1957 Mercedes-Benz	300SL Roadster
Bill & Linda Feldhorn	Malibu CA	1957 Mercedes-Benz	300SL Roadster
Tom Burniston	Long Beach CA	1957 Mercedes-Benz	300SL Gullwing
Bob Green	Arcadia CA	1957 Mercedes-Benz	300SL Gullwing

CLASS M-4: Mercedes-Benz Touring Cars Thru 1972

Jack Word	Newport Beach CA	1954 Mercedes-Benz	300S Coupe
Richard Stanley	Los Angeles CA	1956 Mercedes-Benz	190SL
Richard Peterson	Torrance CA	1959 Mercedes-Benz	220S
Kent Wilson	San Marino CA	1959 Mercedes-Benz	190SL
Drew Grundfor	Arroyo Grande CA	1961 Mercedes-Benz	190SL
Collectors Car Club of Hong Kong Daniel Yim	Pasadena CA	1963 Mercedes-Benz	220-A
Pascal Abrar	Tarzana CA	1965 Mercedes-Benz	230SL
Pascal Abrar	Tarzana CA	1966 Mercedes-Benz	250SE Coupe
Faisal Haroon	Pasadena CA	1966 Mercedes-Benz	200
Don Lewis	Los Angeles CA	1969 Mercedes-Benz	280SEC
Ralph Weiss	Topanga CA	1971 Mercedes-Benz	280SE 3.5 Cabriolet
Bill Ahmanson	Los Angeles CA	1971 Mercedes-Benz	600
Barry Sohnen	Los Angeles CA	1972 Mercedes-Benz	600
Dino Querin	Covina CA	1972 Mercedes-Benz	280SE

CLASS N-1: American Big Block Muscle Cars 1962 - 1972

Monty Bernstein	San Gabriel CA	1962 Plymouth	Belvedere
John Karelus	La Quinta CA	1964 Ford	Galaxie
Stuart Suede	Alhambra CA	1966 Dodge	Charger
Blake Montero	Placentia CA	1967 Chevrolet	Impala SS Convertible
Tim Munyer	Lomita CA	1967 Chevrolet	Chevelle SS 396
Jack Thomas	West Hills CA	1968 Dodge	Charger R/T
Will Singleton	Santa Monica CA	1968 Dodge	Charger
Danny Allen	Manhattan Beach CA	1969 Mercury	Cougar
Joseph Salvo	Newport Beach CA	1970 Chevrolet	Chevelle SS LS6

CLASS N-3: Pony Cars

Tom Bristow	Altadena CA	1965 Ford	Mustang
Margaret Alley & Mary Wong	Montebello CA	1966 Ford	Mustang GT 350
Salvador Manzur	Monrovia CA	1966 Ford	Mustang
Ross Thomas	San Marino CA	1966 Ford	Mustang GT 350
Stanley Haverland	Los Angeles CA	1969 AMC	AMX
Kevin Finley	La Verne CA	1971 Dodge	Challenger RT
Doug Vura	Riverside CA	1973 Plymouth	Duster 340

**CLASS O-1: Alfa Romeo 1946 - 1974**

Ken Roath	Newport Beach CA	1957 Alfa Romeo	CSS 1900 Zagato Double Bubble
Robin Grove	Gardena CA	1958 Alfa Romeo	Giulietta Veloce
Filippo Laveneziana	Valley Village CA	1965 Alfa Romeo	Giulia Sprint Speciale
Greg Johns	Altadena CA	1967 Alfa Romeo	GTV
Andy Steben	Alhambra CA	1971 Alfa Romeo	GTV
Walter Martinez	Los Angeles CA	1972 Alfa Romeo	GTV
Michael Baum	Glendale CA	1972 Alfa Romeo	1600 Junior Zagato
Adil Farooqui	Los Angeles CA	1973 Alfa Romeo	Spider 2000
Adil Farooqui	Los Angeles CA	1973 Alfa Romeo	Spider
Mike Tauber	Thousand Oaks CA	1974 Alfa Romeo	GTV

CLASS O-2: Iso

Ted Hirth	Laguna Niguel CA	1964 Iso	Rivolta
Buddy Pepp	Beverly Hills CA	1965 Iso	Rivolta GT
Sergio Arredondo	Pasadena CA	1968 Iso	Grifo
Maurice Mentens	Winnetka CA	1970 Iso	Grifo
Sally & Mike Kerns	Venice CA	1970 Iso	Grifo
Sally & Mike Kerns	Venice CA	1972 Iso	Lele

CLASS O-3: Italian Sports Cars 1946 - 1973

Joseph Duray	Los Angeles CA	1961 Maserati	3500 GT
Joe Tseng	San Marino CA	1963 Ghia	1500GT
David Pham	Westminster CA	1967 Fiat	Dino Spider
Mark Mitchell	Carpinteria CA	1970 Fiat	850 Familiare
Carl Mellinger	Santa Monica CA	1971 Maserati	Ghibli SS
Sammy Spera	San Pedro CA	1972 Fiat	Dino Coupe 2400
Ron Siess	Chino Hills CA	1973 DeTomaso	Pantera L

CLASS Q: Corvette 1953 - 1973

Robert Oropallo	Pasadena CA	1957 Chevrolet	Corvette
Bill Swanson	La Canada Flintridge CA	1958 Chevrolet	Corvette
David Gray	Covina CA	1958 Chevrolet	Corvette
John Siemak	Palos Verdes Estates CA	1961 Chevrolet	Corvette
Ralph & Kelly Biase	Beverly Hills CA	1963 Chevrolet	Grand Sport Coupe
Mike Vietro	Santa Ana CA	1963 Chevrolet	Corvette
Robert Mann	Beverly Hills CA	1965 Chevrolet	Corvette
John Keushgerian	Whittier CA	1966 Chevrolet	Corvette 427/425HP L72
Gary Hiltunen	Laguna Woods CA	1966 Chevrolet	Corvette
John & Melissa Schiller	La Canada Flintridge CA	1967 Chevrolet	Corvette
Tyler Lee	Alhambra CA	1967 Chevrolet	Corvette
Michael Keating	Huntington Beach CA	1967 Chevrolet	Corvette
Bill & Julie Ebeling	Newport Beach CA	1967 Chevrolet	Corvette
Joe Vasquez	Long Beach CA	1970 Chevrolet	Corvette

David Lee Private Collection

David Lee	San Marino CA	1964 Ferrari	Lusso Competizione
David Lee	San Marino CA	1967 Ferrari	330 GTS
David Lee	San Marino CA	1971 Ferrari	365 GTS/4 'Daytona Spyder'
David Lee	San Marino CA	1989 Ferrari	F40
David Lee	San Marino CA	1996 Ferrari	F50
David Lee	San Marino CA	2003 Ferrari	Enzo
David Lee	San Marino CA	2017 Ferrari	TDF

CLASS R: Corral – Ferrari Exhibit Only

Harlan Irvine	San Marino CA	1964 Ferrari	330GT
Marilyn Wiersema	Buena Park CA	1967 Ferrari	328GTS
Thomas Martinez	Lake Arrowhead CA	1968 Ferrari	330 GTC
Randy van Daalen Wetters		1971 Ferrari	365 GT 2+2
Jay Barton	Torrance CA	1981 Ferrari	308 GTSI
Kevin Dunbar	Rolling Hills Estates CA	1984 Ferrari	308GTS I QV
Joey Brauer	Pasadena CA	1985 Ferrari	308 GTB QV
Kenneth Ciszek	Rolling Hills Estates CA	1986 Ferrari	Testarossa

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CLASS R: Corral – Ferrari Exhibit Only - continued

Jack Molinier	West Hills CA	1988 Ferrari	412i
Robert Medawar	Rolling Hills Estates CA	1988 Ferrari	Testarossa
Layne Brown	Chatsworth CA	1989 Ferrari	458
Clarence Schmitz	Park City UT	1989 Ferrari	Testarossa
Tom Brockmiller	Mission Viejo CA	1992 Ferrari	512TR
William Makepeace	Downey CA	1998 Ferrari	550
Diane Peterson	Malibu CA	1998 Ferrari	355 GTS
Gary & Carolyn Honings	Palmdale CA	1999 Ferrari	465M GTA
Charles DeHart	Oxnard CA	2001 Ferrari	360 Spider
Jim Bindman	Glendale CA	2002 Ferrari	360 Modena
Bruce Leeds	Los Angeles CA	2002 Ferrari	575M Maranello
Steve Steinhardt	Encino CA	2003 Ferrari	575M
William Kling	Oxnard CA	2003 Ferrari	575M Maranello
Michelle Mapel	San Marino CA	2005 Ferrari	360 Spider
Mark Palazuelos	Brea CA	2006 Ferrari	F430
Haig Barsamian	Laguna Beach CA	2007 Ferrari	F430
Curtis Jung	San Marino CA	2007 Ferrari	F430
Carl Forshage	Altadena CA	2007 Ferrari	F430 Spider
Feipeng Li	Corona Del Mar CA	2009 Ferarri	430 Scuderia
Ike Nachev	San Marcos CA	2010 Ferrari	458
Kathlene & Scott Resley	Tustin CA	2010 Ferrari	GT Berlinetta Spyder
Christian Assouad	Encino CA	2013 Ferrari	458 Italia
Scott Leibow	Hollywood CA	2014 Ferrari	F12 Berlinetta
Steve Supowitz	Studio City CA	2014 Ferrari	LaFerrari
Leon Palassanian	Toluca Lake CA	2015 Ferrari	458 Italia
Bill Smails	Thousand Oaks CA	2016 Ferrari	California T
David Lee	San Marino CA	2017 Ferrari	TDF
Stephen Judd	Lake Havasu City AZ	2019 Ferrari	Portofino
Stephen Goldfield	Bell Canyon CA	2019 Ferrari	812 SuperFast
Steve Navarro	Whittier CA	2020 Ferrari	Pista Spider
Mark Armstrong	Los Angeles CA	2020 Ferrari	488 Pista
Ricardo Pagan	Pasadena CA	2020 Ferrari	812 Superfast
Marvin Landon	Hidden Hills CA	2021 Ferrari	F8 Turbo
Eric Marston	Goleta CA	2021 Ferrari	488 GT Modificata

CLASS R-1: Ferrari – Early (1967 and earlier)

Thomas & Paula Wilson	Los Angeles CA	1963 Ferrari	250 GTE
David Lee	San Marino CA	1964 Ferrari	Lusso Competizione
Robert De Pietro	Pasadena CA	1965 Ferrari	250GTL Lusso
Ed Swart	Rolling Hills CA	1967 Ferrari	275GTB4

CLASS R-2: Ferrari – 330/365

The Nethercutt Collection	Sylmar CA	1967 Ferrari	365 California Spider
Joel Mogul	Los Angeles CA	1971 Ferrari	365 GTB/4 Daytona
Mike & Sally Kerns	Venice CA	1971 Ferrari	
David Lee	San Marino CA	1971 Ferrari	365 GTS/4 'Daytona Spyder'
Michael Regalia	Sun Valley CA	1972 Ferrari	365 GTB/4 Daytona

CLASS R- 3: Ferrari – Dino

Dennis Williams	Altadena CA	1972 Ferrari	246 GTS
John Etchart	Hemet CA	1972 Ferrari	Dino GTS 246
Stephen Bailey	Altadena CA	1975 Ferrari	Dino 308GT4
Ben Pratt	Los Angeles CA	1975 Ferrari	308 GT4

CLASS R-4: Ferrari – 308/328

Thomas Jacobsmeyer	Glendale CA	1980 Ferrari	308 GTS
Peter Noce	Encino CA	1988 Ferrari	328 GTS
Kent Dellenbusch	Upland CA	2008 Ferrari	328 GTS


CLASS R-5: Ferrari - 348/355

David Lee	San Marino CA	1989 Ferrari	F40
Rick Principe	Westlake Village CA	1990 Ferrari	F-40
Derek & Kate Schofield	Rolling Hills CA	1994 Ferrari	348 Spider
Rick Gombar	Los Angeles CA	1997 Ferrari	355
Kevin Enderby	Redwood City CA	1997 Ferrari	F355 GTS

CLASS R-6: Ferrari - 360

Steve Herbert	Santa Rosa CA	1999 Ferrari	360 Modena
Kenny Lombino	Santa Rosa Valley CA	2000 Ferrari	360 Modena
Steven Ishoo	Studio City CA	2002 Ferrari	360 Modena
David Dunn	Fullerton CA	2003 Ferrari	360 Modena Sider
Joe Napoli	San Dimas CA	2004 Ferrari	Challenge Stradale
Joe Sposato	Arcadia CA	2004 Ferrari	Challenge Stradale

CLASS R-7: Ferrari - 430

Todd Lubin	Rolling Hills Estates CA	2005 Ferrari	430
Jason Carr	Los Angeles CA	2006 Ferrari	430 Spider
Adil Faqroogui	Los Angeles CA	2006 Ferrari	430
Armando Guzman	Corona CA	2007 Ferrari	F430
Sergio Arredondo	Pasadena CA	2008 Ferrari	430 Spider

CLASS R-8: Ferrari - 400/512/612/456/FF

Kirk Axtell, Sr.	Ventura CA	1984 Ferrari	BB 512i
Burton Johnson	Glendale CA	1985 Ferrari	Testarossa
Jack Walston	Los Angeles CA	1991 Ferrari	Testarossa 2 Door Coupe
David Lee	San Marino CA	1996 Ferrari	F50
Albert Ortiz	Redondo Beach CA	2005 Ferrari	612 Scaglietti
Kirk Axtell	Thousand Oaks CA	2018 Ferrari	BB 512i

CLASS R-9: Ferrari - 550/575/599/F12

David Dunn	Fullerton CA	2001 Ferrari	550 Maranello
Barry Taylor	Westlake Village CA	2001 Ferrari	550 Maranello
David Kahn	West Hills CA	2002 Ferrari	575 Maranello
Dean Pellegrino	Thousand Oaks CA	2002 Ferrari	575M
David Lee	San Marino CA	2003 Ferrari	Enzo
Todd Iwata	Orange CA	2007 Ferrari	599
Phil Tripoli	Redondo Beach CA	2007 Ferrari	599 GTB Fiorano
Gary Brill	Newport Beach CA	2008 Ferrari	GTB Fiorano HGTE
Jose / Butch Alandy	Camarillo CA	2011 Ferrari	599 HGTE

CLASS R-10: Ferrari - 458/488/F8/California/Portofino

Alan Hart	Topanga CA	1964 Ferrari	250GT Lusso
Rene Carbajal	Riverside CA	2010 Ferrari	California
Rex Gephart	Los Angeles CA	2012 Ferrari	458 Italia
Marko Jankovic	Los Angeles CA	2016 Ferrari	California T
Danny Wu	Arcadia CA	2020 Ferrari	488 Pista Spider

CLASS TRPC: Pasadena Tournament of Roses Parade Cars

Janice & Joe Conzonire	San Marino CA	1915 Pierce Arrow	Model 48
Chris & Sandee Kidd	Monrovia CA	1919 Pierce Arrow	
Sheryl & Gary Hunter	Arcadia CA	1923 Rolls-Royce	Silver Ghost
Pierre Dupuy	Altadena CA	1924 Ford	Model TT
Jay Harris	Fallbrook CA	1939 Ford	Convertible Coupe
Jerry & Bobbie Furrey	La Cañada Flintridge CA	1940 Lincoln	Continental Cabriolet
Louis Farah	Burbank CA	1967 Crown	Fire Engine

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CLASS S-1: Jaguar XK and E Type

Creighton Turner	Pasadena CA	1950 Jaguar	XK120
Chris Hoshimiya	South Pasadena CA	1951 Jaguar	XK120
Raymond Lewis	Newport Beach CA	1955 Jaguar	XK140
Hema Ratnayake	Azusa CA	1955 Jaguar	XK 140
Robert & Virginia Huntington	North Tustin CA	1956 Jaguar	XK140
Robert White	Torrance CA	1958 Jaguar	XK150
Central Coasting Auto Stable	Creston CA	1963 Jaguar	E-Type Coupe
William Baker	Beverly Hills CA	1966 Jaguar	XKE Roadster
Jay McDonald	Palos Verdes Estates CA	1967 Jaguar	XKE Roadster
Kip Cypress	Huntington Beach CA	1967 Jaguar	XKE Series 1
Nicholas Berger	Westminster CA	1968 Jaguar	E Type Coupe

CLASS U-1: British Sports Cars 1946 - 1975

Sandy Bettelman	Los Angeles CA	1952 Alvis	TB21 Sports Tourer
Pancho Koltner		1953 Arnolt MG	Body by Bertone
Don Fisher	Arcadia CA	1954 Austin Healey	100
Greg Aden	Hermosa Beach CA	1961 Austin-Healey	MK I Sprite
Bruce Hand	Culver City CA	1964 Lotus	Super 7
Josh & Dan Sabah	Reseda CA	1965 Jensen	CV8 Mk3
Tom & Suzanne Tomkins	Arcadia CA	1965 Sunbeam	Tiger
Dana Caruso	Encino CA	1968 Triumph	TR250
Patrick Blanchard	Torrance CA	1971 MG	BGT
Tom Oldfield	Altadena CA	1972 Caterham	S-3 Super Sevem

CLASS U-2: Morgan

Creighton Turner	Pasadena CA	1954 Morgan	Plus 4
Larry Dalphy	Mission Viejo CA	1955 Morgan	Plus 4 Drophead
Mark Lucero	Woodland Hills CA	1958 Morgan	4/4
Dennis Glavis	Santa Monica CA	1960 Morgan	Plus 4 Drophead Coupe Delux
Frank Nesta	Los Angeles CA	1962 Morgan	4/4
Bob Abrahams	Glendale CA	1962 Morgan	Plus 4
Michael Hattem	Los Angeles CA	1987 Morgan	Plus 8
David Altemus	Los Angeles CA	2019 Morgan	Morgan Roadster
Aslan Schwartz	Irvine CA	1994 Morgan	Plus 8

CLASS V: Volkswagen Thru 1974

Karl Schuler	Laguna Beach CA	1949 Volkswagen	Hepmuller
Nancy Kyllingstad	Cypress CA	1962 Volkswagen	Beetle
Bruce Hoel	Los Angeles CA	1964 Volkswagen	Type 34 Karman Ghia
Karla Stahlman	La Verne CA	1964 Volkswagen	Cabriolet
Stephen Russell	Pasadena CA	1967 Volkswagen	Beetle Convertible
Daryl Topalian	San Gabriel CA	1968 Volkswagen	Beetle
Mick Cukurs	Los Angeles CA	1972 Volkswagen	Super Beetle

CLASS W: Woodies Thru 1974

Jeffrey Brown	Grover Beach CA	1929 Ford	Model A - Boattail Speedster
Robert Mollno	San Marino CA	1934 Morris	Eight 5 CWT
Scott Swanson	La Canada CA	1939 Ford	Woodie Station Wagon
Brian James	Claremont CA	1947 Pontiac	Station Wagon
Dieter Balogh	Woodland Hills CA	1948 Pontiac	Streamliner
Lisa & Daniel Jobe	Washington DC	1948 Oldsmobile	Delux Model 66 Wagon
Wolfgang Kupka	Pasadena CA	1948 Ford	Super Deluxe

CLASS X: Corral

Gary Wales	Woodland Hills CA	1916 LaBrestioni	Batmobile
John Etchart	Hemit CA	1921 Ford	Model T Boat-Tailed Speedster
Lance Baroldi	Temple City CA	1946 Hudson	Cab Pick Up
David Rusher	Manhattan Beach CA	1947 Ford	F350 Stake Bed
Rob Asher	Los Angeles CA	1951 Dodge	Pick Up Truck
George Perez	Los Angeles CA	1953 Chevrolet	COE

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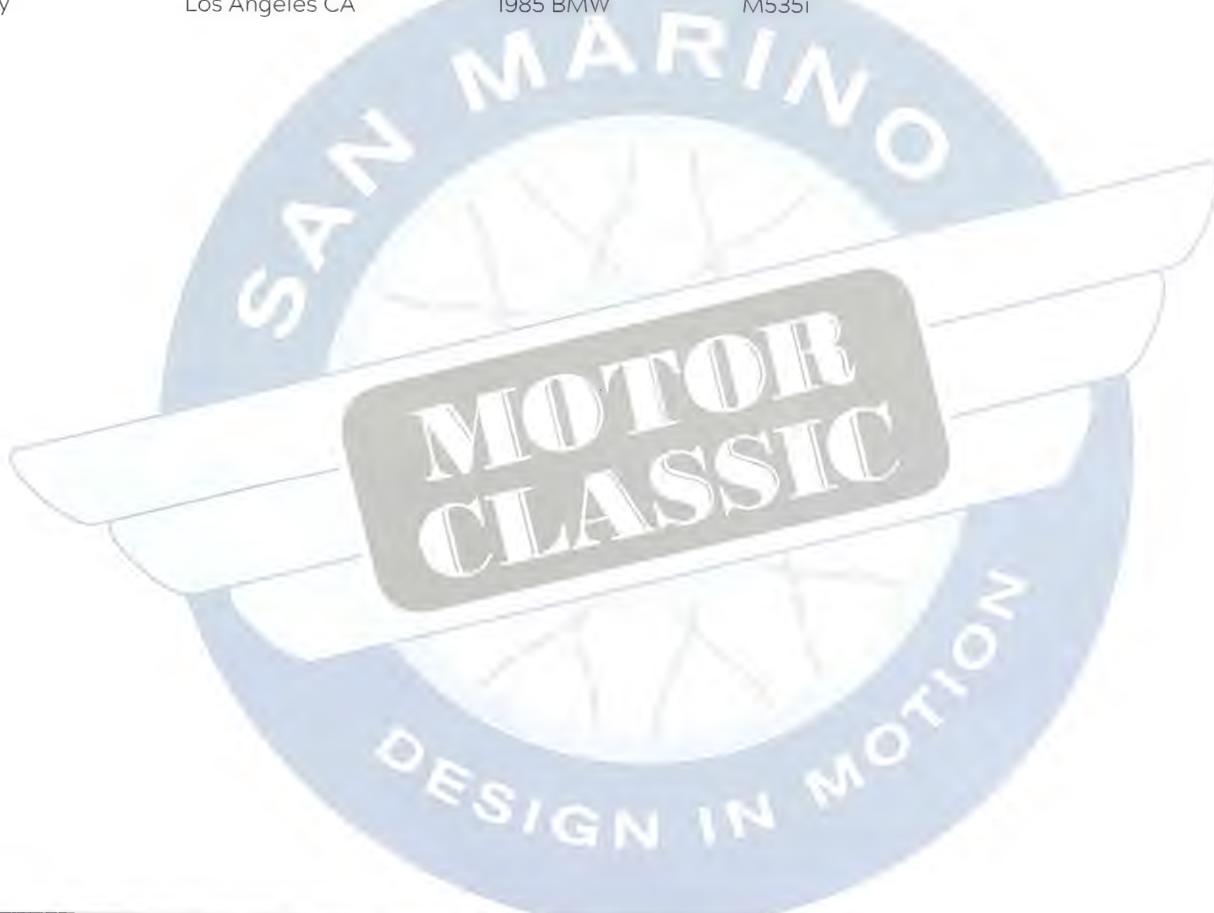


CLASS X : Corral - continued

Art & Benida Sbicca	San Marino CA	1955 Chevrolet	210 2-Door Handyman Wagon
Doug & Gretchen Caister	La Cañada Flintridge CA	1955 Bel Air	Convertible
Bill Slemonns	Glendale CA	1956 Chevrolet	Nomad
Rudy Pock	Claremont CA	1958 Fiat	Multipla
Jeffrey Goss	San Gabriel CA	1959 Land Rover	Series 2
David Miyasako	Buena Park CA	1965 Ford /SPF	GT40 MK I
Rudy Pock	Claremont CA	1967 Ferves	Ranger
Gary McDonald	Altadena CA	1967 Chevrolet	El Camino
Allen Korneff	Huntington Beach CA	1969 McLaren	M6 GT13
Sally & Mike Kerns	Venice CA	1971 Ford	Country Squire
Sue Metz	So. Pasadena CA	1971 Volvo	1800E
Irko Sera	Pasadena CA	1981 Delorean	DMC12
Stephen Pothier	Porter Ranch CA	1987 Aston Martin	Lagonda
Andrew Chane	Los Angeles CA	1989 Acura	Legend
Tony Attallah	Alhambra CA	1989 Chevrolet	Camaro IROC-Z
Andres Navarro	Walnut CA	2004 Volkswagen	Phaeton
Chuck Jones	Pasadena CA	2011 Chevrolet	Express G3500
Bernard Azar	Los Angeles CA	2022 Aston Martin	Vantage F1 Edition

CLASS Z: BMW Thru 1985

Ben Miller	Pomona CA	1938 BMW	327
Curtis Stimpson	Burbank CA	1958 BMW	Isetta
Jim Gianopolis	Santa Monica CA	1959 BMW	Isetta Model 600
Raphael Bertolus	Studio City CA	1959 BMW	Isetta
David Schwartz	Manhattan Beach CA	1969 BMW	1600 Cabriolet
Ravin Ratnayake	Azusa CA	1970 BMW	2800CS E9 Coupe
Chris Macha	Huntington Beach CA	1973 BMW	3.0CS
Mike Pelly	Villa Park CA	1973 BMW	2002tii
Dorian Hicklin	Tujunga CA	1973 BMW	2002
Frederick Marks	Los Angeles CA	1974 BMW	2002 tii
Christopher Kohler	Phoenix AZ	1985 BMW	B7 Turbo
Vincent Gormally	Los Angeles CA	1985 BMW	M535i



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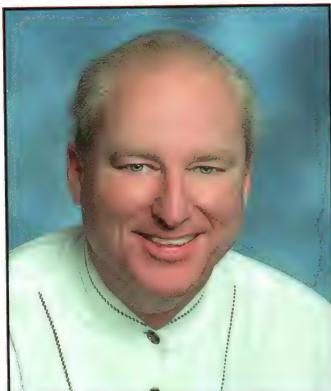
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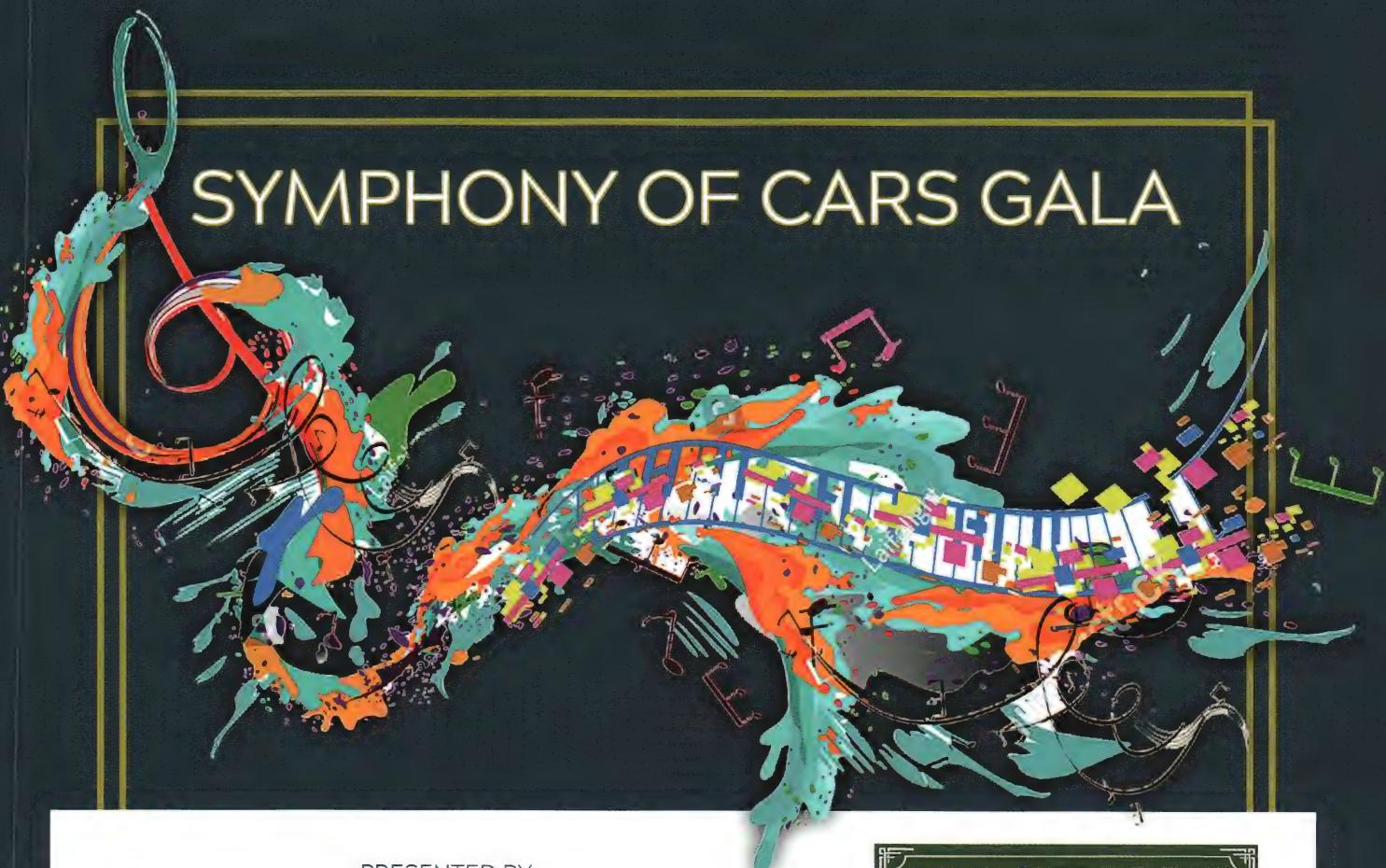
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SYMPHONY OF CARS GALA



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Music performed by Gary Tole's Legends of Swing

1907 Columbia - Mark LXVII Park Surrey

Owners: Mark Hyman, St. Louis, Missouri

Musical Composition - Maple Leaf Rag

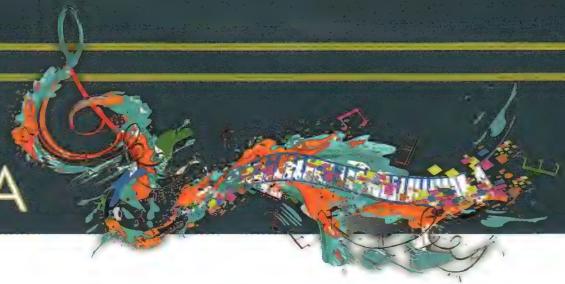
Composer - Scott Joplin

In 1897, the first electric taxis were running in New York City. By 1900, electric automobiles comprised about one-third of the cars being driven in Boston, Chicago, and New York. Sales of electric cars peaked in 1912, but during the 1920s they ceased to be commercially viable.

This rare 1907 Columbia Park Surrey, formerly of the Henry Ford Museum, beautifully showcases the luxury of early electric cars in their prime. It is the only known Park Surrey extant and is in fully functioning condition. Since its restoration in 1990, it has seen only display use - but in its day it was 'unequaled for all of the varied requirements of private carriage service.'

The comfort of their interior coupled with elliptical spring suspension and freedom from 'all noise, odor and vibration' made Columbia electric cars especially attractive. One could purchase a brand new 1907 Columbia Surrey for \$1,500 - \$1,700, and be provided with a full complement of tools as well. By comparison, gasoline cars would sell for about half of that price or less, contributing to the eventual demise of the electric car.

SYMPHONY OF CARS GALA



1911 Rambler - Model 65

Owners - Janice and Joe Conzonire, San Marino, California

Musical Composition - Down By The Old Mill Stream

Composer - Tell Taylor

To most American enthusiasts, the name Rambler recalls Nash-Kelvinator's adorable little jumping bean of a car from the early 1950s. The name actually hails from the most famous marque of the company that Charles Nash bought in 1919, the Thomas B. Jeffery Company of Kenosha, Wisconsin. Jeffery's Rambler was a high-quality, upper-mid-priced automobile, of which numerous iterations were produced between 1902 and 1916.

None of the Brass Era Ramblers were more scene-stealing than the Model 65, a large model of 1911 with a 45 hp, 431 cu. in. four-cylinder engine on a 125-inch-wheelbase chassis, sold at an impressive cost of \$3,050. A luxuriously appointed beast in Dark Brewster Green, it was a true king of the road that could challenge what were then the top models of Pierce and Packard in horsepower and scale.

The Model 65 displayed here is literally "the" Model 65, as the only known survivor.

1925 Rolls-Royce - Silver Ghost

Owner - Sandy Hansen, Fillmore, California

Musical Composition - Dinah

Composer - Written by Harry Akst, lyrics by Sam M. Lewis and Joe Young

The Hansen collection's 1925 Rolls Royce Silver Ghost is one of the earliest left hand drive, built by Springfield Rolls Royce. This Salamanca Permanent Town Car body was hand-crafted by Willoughby & Co of Utica New York. Only 37 Salamanca's, including both Permanent & de Ville styles were created for the Springfield Silver Ghost.

This Silver Ghost Rolls was formally owned by a famous Newspaper mogul in Australia, who purchased it, for the purpose of touring Europe, from the Swiss Museum of Transport.

The Hansen collection purchased this car at Pebble Beach in 2014, and completed a frame up restoration. The exterior of the car is Black mirror finish with a red pinstripe. The interior has been beautifully recreated from the petit-point needlework on the rear seats, to the inlaid wood and gold plating around the mahogany bar.

This Silver Ghost was featured this year at Pebble Beach.

1929 Duesenberg - Model J Murphy Body Butterfly Dual Cowl Phaeton

Owners - Jeannie & Rob Hilarides, Visilia, California

Musical Composition - Tip Toe Through the Tulips

Composer - Joseph Aloysius Burke

This 1929 Model J Duesenberg Dual Cowl Sport Phaeton was originally owned by Wm. 'Roxy' Rothafels of New York theater impresario and entrepreneur.

It has an all-aluminum body designed by Murphy Coach Works of Pasadena, CA, and is a unique one-off prototype. Three more similar, but not identical, bodies were produced for owners in the early 1930s.

What distinguishes this particular car is the complete absence of any outside door handles, hinges or other ornamentation. The result is an uninterrupted flow of the long graceful fender and body lines.

The current owners recently purchased this car from the family of Charles Letts, who had owned the car since 1954.



1930 LaSalle – Fleetshire

Owners - Jacqui & Paul Whitney, Westlake Village, California

Musical Composition - Putting On The Ritz

Composer - Irving Berlin

In 1926, General Motors decided to introduce a companion car for Cadillac. GM believed there was a market for a stylish and affordable luxury car to be built to Cadillac's quality standards. Harley Earl, a successful California based custom body designer was hired to develop the car. At the time, most mass produced cars were designed by engineering staffs with little consideration for style. But Earl's design for the 1927 LaSalle was so successful that GM hired him to establish the Art and Colour Department. It had sole responsibility for body design for all GM cars. The LaSalle revolutionized the American automobile industry. No longer would engineers design car bodies. Instead, designers with artistic talent and training would. The era of the true Classic Car had begun.

Out of 398 Fleetshire Phaetons produced in 1930, about 10 to 15 cars survive today.

1930 Duesenberg – Model J Murphy Body Convertible Sedan

Owners: Cary & Will Singleton, Santa Monica, California

Musical Composition - Happy Days Are Here Again

Composer - Milton Ager

Among the most famous body styles produced for the Model J Duesenberg was the elegant convertible sedan by the Walter M. Murphy Company of Pasadena, California. Murphy was a great promoter of this design, variations of which were used on most all the great chassis of the Classic Era, perhaps because it was so well-suited to the sunny Golden State lifestyle. It was a beautifully proportioned work, with simple, classic lines, including the coachbuilder's signature narrow Clear-Vision windshield frame. Duesenberg's customers were very fond of the style, ordering some 45 examples before Murphy's operations were shuttered in 1932.

1932 Packard - Series 904

Owner: Lehrman Collection, Palm Beach, Florida

Musical Composition - Night & Day

Composer - Cole Porter

The vee-windshield Dietrich bodies were the most expensive offering available through a Packard dealer. Considered to represent the most elegant and iconic coachwork ever to grace the Individual Custom chassis, only a handful of these Sport Phaetons survive.

This car is likely the first one of a series built between 1932 and 1933 and is one of only two existing on the 904 chassis. It was delivered to its first owner in New York City in early 1932, just after the National Automobile Show held at the Grand Central Palace. From the early 1950s, it resided with the List family outside of Reno, Nevada until being acquired by Otis Chandler in the mid-1980s, and subsequently residing in several prominent collections.

Having verified that it retains its original chassis, engine, and body, it was acquired by the Lehrman Collection in 2015 and treated to a body-off restoration by marque expert Chris Charlton who restored it to concours condition while preserving authentic detail.

SYMPHONY OF CARS GALA



1932 Chrysler – Imperial CL

Owners: Susan & Lorenzo Nannini, Pine Grove, California

Musical Composition - It Don't Mean a Thing

Composer - Duke Ellington

The Chrysler CL Convertible Imperial LeBaron's were the premier of the 1930's Chrysler era. There are currently only six 1932 that are registered with the CCCA. This particular '32 Chrysler CL Convertible Sedan started its life in California in 1932. It was sold to a gentleman in Long Island, NY. in 1985. It resided there until 2017 when I purchased it and brought back to Calif. I began a 2 year extensive restoration on the car. Then in 2021 I took it to the Pebble Beach Concours and won a class award with this 100pt. car. Since then, it has moved on to win two more "Best of Shows".

1932 Ford – Mattel Hot Wheels Prototype

Owner: Rich Atwell, Fredericksburg, Texas

Musical Composition - All of Me

Composer - Gerald Marks and Seymour Simons

This 1932 Ford Hot Rod was the prototype for the creation of one of Mattel Toys Hot Wheels cars. Built in the early 1950's by famous hot rod builders, Les and Larry Woods, the car remains exactly as it was when the car's transformation was completed. The hot rod is powered by a 401 Buick engine and has a Muncie 4 speed transmission and Hurst shifter. The interior was designed and installed by famed trimmer, Tony Nancy. The frame and suspension were built by Pete & Jakes. It has a Wellbaum radiator, and Stewart Warner gauges.

This 1932 Ford Hot Rod has been featured on the cover of Hot Rod Magazine, and Street Rodder Magazine.

1938 Packard – 12 Cylinder Brunn Body Town Car

Owner: Melanie & Michael Harrah

Musical Composition - Begin the Beguine

Composer - Cole Porter

Purchased new by Virginia Heckscher of Radnor, PA, a retractable roof was added by Herman Brunn. The Derham family contributed their consummate skills using the finest materials in further personalizing the car. The car remained in the Heckscher household for 25 years. From there it passed into two prestigious collections. Today the car resides in the private collection of Michael Harrah of Santa Ana, CA who is no less perceptive than previous owners in the preservation of the legacy of Brunn and Derham and the lost art of coach built Packards. This Town Car is, without a doubt, one of the best-documented custom coach built Packards in existence.

1939 Packard – 12 Cylinder Brunn Body Touring Cabriolet

Owner: Gary Carr, Pasadena, California

Musical Composition - Deep Purple

Composer - Peter DeRose

The highly regarded Buffalo, New York, coachbuilding firm of Brunn and Company is best remembered for this Touring Cabriolet style offered by both Lincoln and Packard. Just 21 examples of this design were sold by Packard in 1938 and 1939 combined, this example being one of just two delivered in 1939. Unique "roof lights" over the front windshield contribute to the special look. The car is finished in the original Brunn Ivory over Brunn Ruby and was sold new on Long Island. It carried a price tag of \$8,350, the most expensive Packard of its day. The final year of Packard Twelve production was 1939 with only 446 units sold across all models.



1940 Packard – Bohman & Schwartz Body Victoria

Owners: Michelle & Steven Snyder, Orange, California

Musical Composition - When You Wish Upon A Star

Composer - Leigh Harline

The 1940 Packard Super 8 Convertible Victoria was custom bodied by Bohman and Schwartz of Pasadena, and sold new through Hollywood, California Packard Dealer W. H. Collins in September, 1940. Everything on the body is custom save grill, hood and dashboard! The original owner was Tom Lyle Williams, founder of Maybelline cosmetics. Bill Snyder flew to Missouri in 1971, bought the un-restored car and drove it home to Orange County! After the 1994 restoration, it won "Packard award of Excellence" at Gilmore CCCA, won class at Meadowbrook, was shown at the Pebble Beach Concours d'Elegance, and achieved CCCA national first.

1948 Tucker – Model 48

Owner: Central Coasting Auto Stable, Creston, California

Musical Composition - Buttons & Bows

Composer - Written by Jay Livingston and lyrics by Ray Evans

The Tucker Torpedo or Tucker 48 was the 1940s Car of the Future. Visionary inventor Preston Tucker risked everything when he saw his 1948 automobile as a vehicle for change. The car contained for its time many revolutionary features such as a padded dash board and doors, 4 speed preselect transmission and pop out safety glass windshield.

The original cost of the car was \$4,000. Tuckers have been selling at auction for as much as \$2,915,000. Only 51 were manufactured before the company faced with a Securities and Exchange Commission investigation filed for bankruptcy.

The ill fated saga of the Tucker was memorialized in Francis Ford Coppola's major motion picture, "Tucker"

1950 Oldsmobile – Rocket 88

Owner: Charles Michel, Lake Arrowhead, California

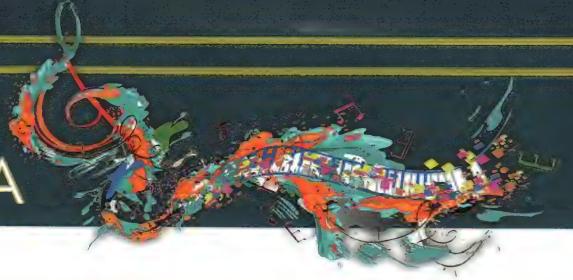
Musical Composition - Goodnight Irene

Composer - Huddie 'Lead Belly' Ledbetter

For 1949, the Oldsmobile's Futuramic wide-line body style, which appeared the previous year on the top-of-the-line 98, was extended across the model range. The design was Oldsmobile's first post WWII design, with flow-through fenders crowned by high-set headlights. Of course, the big news was the new "Rocket" 88 OHV V-8 engine, which displaced 303 cid and developed 135 hp. At the last minute a new 88 series was introduced, using the new V-8 in the small 70 Series body. The result was electrifying for the day, with 0-60 mph in 12.2 seconds and a 19.9 second quarter mile. Clear plastic hood panels were an option, though not very practical.

The 88 came as a club coupe, a fastback two-door club sedan, a four-door sedan, and a four-door station wagon. Early station wagons were partly wood, but were replaced by all-steel in the middle of 1949. There were more than a dozen colors and four two-tone choices. In 1950, an Oldsmobile 88 convertible paced the Indy 500.

SYMPHONY OF CARS GALA



1956 Lincoln – Premier Convertible

Owner: Jeff Wildin, Dallas, Texas

Musical Composition - Heartbreak Hotel

Composer - Written by Tommy Durden, Mae Boren Axton and Elvis Presley.

This 1956 Lincoln Premiere Convertible was just shown at 2022 Pebble Beach Concours D'elegance as one of the feature Lincolns chosen to celebrate the 100th Anniversary of Lincoln Motorcars. Presented here in the original Ford factory color of "Taos Turquoise", this is one of just a handful of Premiere Convertibles left in existence - a one-year only design. The simplicity and beauty of the long body lines on this car captured the attention of the New York Society of Industrial Designers and the 1956 Lincoln Premiere was one of the first automobiles to win an award for "outstanding beauty in automotive design."

1962 Mazda – T200

Owners: Barbara & Mike Malamut, Thousand Oaks, California

Musical Composition - Green Onions

Composer - Booker T and the MG's

This 1962 Mazda 2 ton truck is the only known left hand drive Mazda T200 truck in the U.S. The 10 restoration was done by Mazda expert Glenn Roberts who resides in Arizona. The car in tow is a 1964 Mazda R360 also restored by Mr. Roberts, and is a past class winner at San Marino CC. The R360 is the first production car for Mazda is powered by a 2 cylinder air cooled engine with 16 H.P.

1990 Ferrari – F40

Owners: Suzanne & Rick Principe, Thousand Oaks, California

Musical Composition - Wind Beneath My Wings

Composer - Jeff Silbar and Larry Henley

The Ferrari F40 is a mid-engine, rear-wheel drive sports car engineered by Nicola Materazzi with styling by Pininfarina. It was built from 1987 to 1992, with the LM and GTE race car versions continuing production until 1994 and 1996 respectively. As the successor to the 288 GTO (also engineered by Materazzi), it was designed to celebrate Ferrari's 40th anniversary and was the last Ferrari automobile personally approved by Enzo Ferrari. At the time it was Ferrari's fastest, most powerful, and most expensive car for sale.

The car debuted with a planned production total of 400 units and a factory suggested retail price of approximately US\$400,000. One of those that belonged to the Formula One driver Nigel Mansell was sold in 1990 for a record \$1 million. A total of 1,315 cars were manufactured with 213 units destined for the United States.

1996 Ferrari – F50

Owner: David Lee, San Marino, California

Musical Composition - Macarena

Composer - Los Del Rio

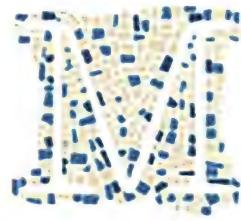
The Ferrari F50 is a mid-engine sports car manufactured by Italian automobile manufacturer Ferrari from 1995 to 1997. Introduced in 1995, the car is a two-door, two seat targa top. The car is powered by a 4.7 L naturally aspirated Tipo F130B 60-valve V12 engine that was developed from the 3.5 L V12 used in the 1990 Ferrari 641 Formula One car. The car's design is an evolution of the 1989 Ferrari Mythos concept car.

Only a total of 349 cars were made with the last car rolling off the production line in July 1997.

The F50's engine predated the car; it was used in the Ferrari 333 SP for the American IMSA GT Championship in 1994, allowing it to become eligible for the stock engine World Sports Car category.



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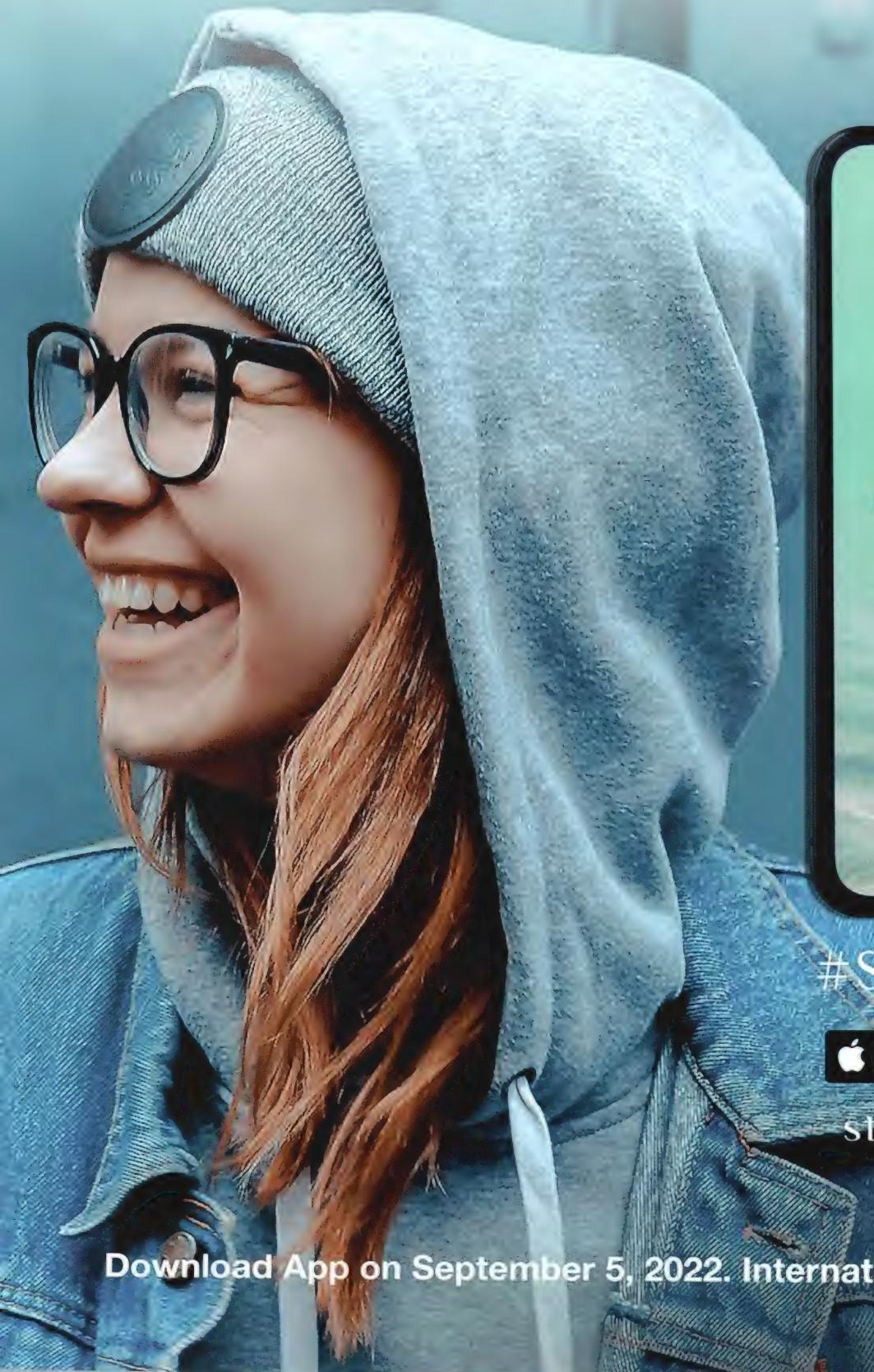
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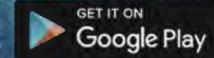




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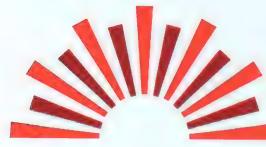
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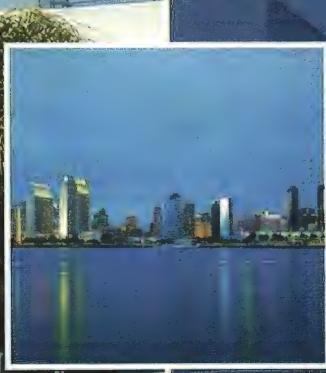
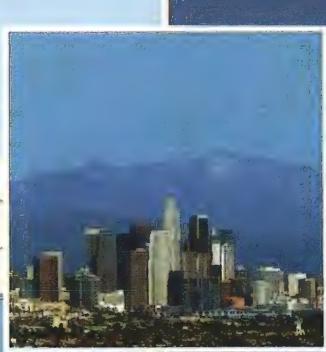
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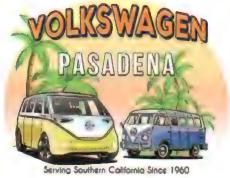
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EXHIBITING AFAS ARTISTS

Dennis Brown

Dennis Brown paints automobiles. Not just any automobiles though, but those that interest him most: antiques, classics, and racing cars. Dennis works in a variety of mediums, but the majority of his work starts out as an outline in pen and ink, followed by filling in with the transparent watercolor or acrylic. He likes layering deep, vivid colors with bright, hot highlights - the colors glistening so much the car looks freshly painted and still wet from the spray gun.

His Approach to his subjects is as fresh as the look he gives them, displaying intense color and vitality. Dennis is a master at diminishing color values: the front of the car in perspective brighter and more defined than the part that's in the background.

Sometimes his cars are portrayed as a free-standing object of art but more often Dennis creates scenes in which he places the cars to give them additional life. Possibly because of his background and experience in magazine illustrations, the people in his paintings look as though they belong there. He does not paint people just to have more elements in this picture, they are there to add to the immediacy and presence of the picture.

Dennis Brown's award-winning work has been commissioned by major automotive companies worldwide and is represented in private and public collections in the United States, Europe, and Japan.

Dennis is a member of the Automotive Fine Arts Society and won the AFAS award of excellence in 2004. He is also a member of the Los Angeles Society of Illustrators and a contributing artist for Road and Track and other acclaimed publications. Dennis says, "I love the automobile. I can think of no other form of transportation that has as much history or art associated with it. The automobile is always changing and always innovating. Enjoy."

John Frye

John A. Frye has spent nearly his entire life obsessively drawing vehicles of any kind, honing his creative and artistic skills first at Central Oregon Community College and the Art Center College of design, and working for a variety of clients including Boeing, Hasbro, Activision, and Teague and is currently Principal Designer, Team Lead for Digital Modeling and Visualization at American Honda. He resides in South Pasadena with his wife Su Yan.

Tom Garner

Tom Garners' focus is on car paintings. These paintings are "drive-by", "drive-thru", "drive-in" snapshot collages of LA. They are expressive of movement, time and recurrent memory; diaphanous and ephemeral space compressed into shiny reflective surfaces. Thomas Garner was raised in SoCal and has had a love affair with our sun-drenched Car Culture since he was a kid.

Thomas Garner studied fine arts at UCSD where Conceptual Art reigned supreme. Then he went to study at the Academy of Fine Arts in Venice where he learned Classical Venetian oil painting directly from the great Masters: Titian, Tintoretto, and Tiepolo. He ended up spending 24 years in Italy and worked in fashion as Graphic Designer and Creative Director for some of the biggest brands. He has applied his Venetian training to both his Classical and Urban paintings. He has exhibited his work widely from Milan to LA. He teaches Classical

AUTOMOTIVE FINE ARTS SOCIETY

Art Exposition and Sale

Tom Garner - continued

oil painting at UCLA Extension and the Kline Academy. In his work, Photoshop is the cultural filter, a digital palimpsest that can leave residual traces of what came before, the layering of one image over another. Classical oil painting is all about glazing, scumbling and varnishing transparent layers so that what is underneath is never completely lost. The surface thus becomes rich, dense, and glassy with a great sense of depth. This Urban work tries to bridge these old and new technologies.

These paintings are on denim as opposed to linen canvas because it is more appropriate to the urban subject matter. They are masked off at the edges and sometimes silhouetted to give the sense of something cutout or expropriated from reality. They are layered, glazed and varnished in the manner of classical painting for Classic Cars

Craig Kember

With more than 18 years of experience as a studio designer at Toyota, Craig has worked on every aspect of automotive design from creation of high level design to real world production feasibility. Ranging from vehicle production exterior designs, to show car exterior and interior designs, to championship winning race car designs.

In addition to a professional design career at Toyota, Craig has been designing a wide variety of projects ranging from Nerf Blasters, to Tonka and Star Wars vehicles

John Krsteski

John Krsteski is an American automobile designer, automotive artist, and painter, who is the Chief Designer of Genesis, North America. Krsteski was born and raised in Detroit, Michigan. He studied transportation design at the College for Creative Studies in Detroit.

While at CCS, Krsteski took painting classes as part of his design electives which helped in making him more expressive with cars and design. Upon graduation, he joined Johnson controls, where he worked on advanced automotive interiors at a time when the expectation for design graduates was to become exterior designers.[He described going into interior design as “An unusual step of focusing on his weakness.”

“Coming out of school, I wasn’t too good at interiors,” he says. “At that time, students weren’t being trained for interiors, because the expectation was that you’d be an exterior designer. I had an opportunity with (supplier) Johnson Controls to do interiors. I thought it was fantastic. I could go there and learn more about the inside of the car.”

Krsteski worked at Johnson controls for three years where he rose to become a design manager. He joined Hyundai Motor America in 2007 as a design manager,[2] where he remained for 13 years before joining Genesis Design, as a chief designer.[4][5] He started out with interiors and later transitioned to exterior design. During Krsteski’s time at Hyundai, he was responsible for several concept and production vehicles, such as the Hyundai Nuvis concept,[6] Curb Concept, HCD-14 concept,[2] Hyundai Sonata, and Hyundai Genesis.[7][8] He appeared on the MotoMan TV in 2011 in a mini documentary series about the design and development of the Hyundai Curb concept.

Krsteski is also an instructor at the ArtCenter College of Design in Pasadena, where he teaches automobile design.

Richard Lewis

Richard has been doing automotive watercolor paintings for over 30 years. Richard was trained as an architect at the Southern California Institute of Architecture. He got his



Bachelors of Architecture in 1989. When he got his degree, he had the opportunity to work for a structural engineer. Thinking it would be a good thing for an architect to know how and what it takes to make a building stand up he had the plan to work there for 4-5 years and then go back to architecture. Because of recessions, having twin boys and really starting to enjoy the challenge of engineering, 25 years have gone by and he will soon be taking over the company. Richard does mostly customs homes around Los Angeles which can be pretty dramatic and tricky to engineer. Being in earthquake country with many hillside sites makes for lots of interesting challenges.

When he started the engineering firm he found he wanted to learn another skill. He chose to learn how to do watercolor paintings. The plan was to be able to do renderings for other architects when his work was slow. But, he picked cars because he always liked them. and thought they might be a better challenge. Computer drafting pretty much ended the market for doing renderings. So, Richard stuck to doing paintings of cars just to relax after dealing with architect, contractors and the building departments.

Richard and his wife have fraternal twin boys which led to his "Fraternal Series" where one car is reflected on the other but the two cars have to be related. For Richard reflections are the most challenging and exciting thing to do. Richard now spends as much as 1000 hours spreads over 18 months on a single painting. Not the best business model but that is not why he paints. He does do the occasional non automotive painting to stretch his abilities. But he always hunts for some reflections in the subjects. Whether it is the eyes in a pony or the water on a lake.

Richard has shown at numerous museums and art centers around the country. Currently he has four pieces on tour with "LUSTER: Realism and Hyperrealism in Contemporary Automobile and Motorcycle Painting". Which is currently at The Art Museum of South Texas in Corpus Christi, Texas. His work has also been in a few magazines.

His piece "Eye to Eye" was in the 2021 National Watercolor Society Members Exhibition. Richard ran the art displays at the Dana Point Concours D'elegance and the Greystone Concours D'elegance.

Chris Maestas

American Artist/Designer Chris Maestas (b.1984) has been interacting visually and physically with the urban environment of Los Angeles since his day as a graffiti writer, skateboarder, and automotive enthusiast starting in the early 2000s. Chris was deeply influenced by the transformation brought by the many different sub-cultural elements that Los Angeles underwent in the early 90s. He was particularly inspired by how the three-dimensional reality of the city was often dressed or transformed to express individuality based on influential subcultures. There was an urge to stand out. Over the years, this unique relationships of free-from styles of subcultures mixed with the mathematically accurate execution of design created the foundation for his original approach to paintings called Auto Graffica.

Chris Maestas is a traditionally educated Senior Automotive Designer whose conceptual paintings are a visual representation of contours, line projections, and sections of a three-dimensional shape, which is an essential source of information in Industrial Design. Chris is compelled to visually express the combination of precision math and graffiti style, which creates the unique process and execution of Auto Graffica. This process of Contemporary Art is done using the three-dimensional digital tools to create mathematically precise automotive models as a basis for the painting. It is this mathematical execution of NURBS (Non-uniform rational basis spline) modeling using basis splines (B-splines) that is then translated into a beautiful symphony of projected curves to create paintings using traditional graffiti tools such as spray paint, and 5mm "MOPS".

AUTOMOTIVE FINE ARTS SOCIETY

Art Exposition and Sale

Chris Maestas - continued

Chris Maestas is an Internationally exhibiting artist and designer and has been featured in National print and digital publications, including Type 7, Porsche Newsroom, Ford Motor Company's Media Center, Auto Bild Klassik Magazine, Hypertrash Magazine, Bikini Berlin, and Canoo INC press. Currently, his work is held with private collectors and corporate collections of Hypertrash Magazine.

Chris graduated in 2013 from Art Center College of Design with a Bachelor of Science in Automotive Design/Industrial Design.

Dave Marek

Dave Marek is Executive Creative Director for Acura. He began his career at Honda R&D Americas, Inc. in 1987 and has contributed to the designs of North American developed products for over 25 years. He served as Design Project Leader and oversaw a number of milestone products such as the 1994 Honda Accord Wagon, 1997 Acura CL, 2003 Honda Element and 2006 Honda Ridgeline before Starting Honda's first U.S. Advanced Studio in Southern California. As Acura Executive Creative Director he is responsible for all designs of the Acura brand globally.

Marek earned a Bachelor of Science in Industrial Design, graduating with honors from the Art Center College of Design in Pasadena, California and continues to be involved today. He has been an instructor at the college since 1989, has been instrumental in bringing numerous sponsored projects to the Transportation Department, serves on the Art Center Full Circle Board and has served on the Art Center Alumni Council. He is also on the Advisory Board for Operation Wheels of Freedom Foundation and as a member of the Lions Automobilia Foundation Board. Marek is also a supporter of various museums including the Petersen Automobile Museum, The Gettysburg Foundation, The California Railroad Museum, The NHRA Museum, and The Pearl Harbor Memorial.

In his spare time, Marek creates fine art and graphics for numerous clients, with his art and graphics being used on various championship cars, including the Honda & ACURA team graphics and various NHRA teams most notably Don Schumacher Racing. Marek's work has been published in various enthusiast magazines including Road & Track, Racer, Street Rodder and Car Graphic as well as online at www.davemarekdesign.com. Additionally, Marek is also cohost of the acclaimed podcast "Man Seeks Adventure"

Geoff Ombao

Geoff is an award-winning creative who has worked with The Walt Disney Company, Time-Warner, Pioneer Electronics, and others to launch groundbreaking products, including: the world's first interactive television system, the first high-speed cable internet service, early digital video recording systems, and more. Geoff has garnered numerous US patents for his work. An alumnus of School of Visual Arts (graduate, and undergraduate), Geoff has taught computer graphics through SVA's continuing education program. More recently, Geoff earned a bachelor's degree in Transportation Design from Art Center College of Design, where he now teaches Human Factors & Design Psychology. Currently, Geoff creates automotive fine art (using digital methods) for print, and digital media (NFT's). He has been featured in publications such as Speedster Magazine, Driven World, Panorama Magazine, Petrolicious, Worth Magazine, and others

Alejandra Phelts

Alejandra studied Philosophy and History of Art at the "Institut Privé de Philosophie et Théologie Saint Jean", France. She has a Bachelor of Artes Plásticas degree from the Autonomous University of Baja California.



She was selected to participate in the Salon des Beaux Arts 2018, LOUVRE, Paris, France and represented Mexico in the Cultural agenda of the "G20" in Hangzhou, China 2016.

Since 2001, she has participated in more than 60 exhibitions in America, Europe and Asia, including the XIX Japan International Art Exchange, National Art Center Tokyo; Belt and Road, Qianjiang Museum, China; Blanc et Noir, LIVART, Montreal; Fashion & Art 2016 Soumaya Museum, Salon d'art Monaco, Forum Grimaldi, as well as being part of the Collection National of the Consulate General of Mexico in Shanghai, China.

In 2006 she founded the "El Arte Alimenta" Art Therapy program that benefits children at risk.

Richard Pietruska

Richard Pietruska is a highly respected professor at the Art Center College of Design in Pasadena. He has taught many of the top automotive designers in the US, Europe and Asia including Frank Stephenson from McLaren, Shiro Nakamura at Nissan, Chris Bangle from BMW, Ken Okuyama from Pinin Farina, J Mays and Freeman Thomas from Ford, to name a few. He has taught for over 40 years and still enjoys teaching and sharing his knowledge of automotive design and techniques for sketching and rendering.

He is also a member of the Automotive Fine Arts Society and works mainly in 3D or sculpture using a variety of materials and processes. He has shown his sculptures at the Pebble Beach Concours D'Elegance since 1996 and at the Amelia Island Concours. His sculptures have been featured in many automotive magazines around the world including OCTANE, ROAD & TRACK, AUTOMOBILE, the ROBB REPORT, AUTOAficionado, etc. and they have been exhibited in various automotive museums and shows around the world. In addition, to the numerous awards for his work, he has won the prestigious Peter Helck Award three times in a row.

His medium of choice is usually fiberglass or bronze. The sculptures are never static, and they capture the essence of speed and movement of many exotic automobiles of the past as well as the present. The forms are exaggerated and curved to dramatize the unique character and quality of each automobile as it flows through space.

Richard is also one of the few automotive sculptors to have been chosen to do the artwork for the Meadow Brook Concours d'Elegance poster. In addition, he has designed awards and trophies for AUTOMOBILE Magazine, Cranbrook Concours d'Elegance, the Petersen Museum, Lincoln, Lexus and the Newport Beach Concours d'Elegance. More of his dynamic sculptures can be found on his website: rpmart.com.

Camilo Prado

Born in New York city, Camilo moved to Detroit at the age of 10 and had by that age developed a fascination with 60s and 70s era sports cars and modern art. After graduating from Detroit's prestigious design school Center for Creative Studies in 1985, Camilo was hired by Ford Design Center in Dearborn Michigan. His assignments included working in the Dearborn Advanced Studios, Ford of Europe- Torino, Italy Studio , and the Design Studios in Cologne Germany. After 15 years at Ford Motor Company, he took on what was for him the ultimate assignment ... a state of the art re-design of the classic Ford GT race car. This project developed the 2002 Ford GT concept car.

As chief Designer of the Ford GT and the SVT Studio, Camilo's team worked on the 2005 and 2006 production Ford GT . The GT became an instant success capturing the interest of car enthusiasts around the world.

AUTOMOTIVE FINE ARTS SOCIETY Art Exposition and Sale



Camilo Prado - continued

At the end of the work day at Ford, Camilo continued to explore an additional avenues of art & design. With the integration of Design principles and the ab-stractions of Fine Art, Camilo explores alternative design solutions.

This work is created in his studios, located in the city of Detroit and Los Angeles. His studios has been the scene of more than a few of Detroit's open- ings and receptions. For the last 15 years, his studio has hosted the Detroit Auto's Designers' Night. An internationaly recognized event which is attended by top automotive personnel and designers from all over the world.The North American International Auto Show has included Designer's Night as a recognized NAIAS event appearing in all NAIAS publications.

By evening, Camilo is a serious, multi-faceted artist with incomparable cre- ative energy. This creativity is evident in his large, brightly colored oil paint- ings on canvas.This includes a large production of Automotive Fine Art. The same quality of creativity reaches a line of fashion design, that he describes as advanced fashion concepts. These fashion pieces have been created for auto shows and runway exhibits. Camilo's industrial design reaches into sculptural furniture design, that has made the rounds from main art galleries in Metro Detroit, Italy, Japan, and the Contemporary Furniture Fare in New York.

As a dedicated artist who sets no limits on his creative endeavors, Camilo has found that his outside artistic expressions further strengthen and comple- ments his passion for automotive design.

Jamie Schena

Jamie Schena is an Australian Industrial Designer and Artist. Each of his sculptures are bespoke hand crafted pieces made from metal. He uses discarded steel and recycled automotive parts to create sculptures, giving the scrapped material new life through industrial art. As a car designer, his art reflects automotive forms and subject matter. Generally he builds to order creating one-of-a-kind custom sculptures that can never be replicated. He started at an incredibly young age and has over 25 years' experience working with and sculpting metal. "The passion that I have for my craft and for creating art by hand truly echoes in my work and every sculpture that I create."

Mark Stehrenberger

Mark Stehrenberger is an artist, familiar to most Road & Track and Motor Trend readers for his many projected visions of what the world's automakers are building next. Mark has also been involved with real life car design and in the past has been a consultant to various automakers such as VW, Peugeot, Renault, Ford, KIA, Subaru, Rolls Royce, Jeep, and Toyota. He resides alternately in Montreux, Switzerland, and Ventura, CA but comes over to Ventura, CA every so often to recharge his batteries

Bruce Wheeler

A lifelong interest in the " VISUAL" evolution of the car, included a 15 year career with General Motors Styling. Other experiences in Forensic model reconstruction, Jewelry design and construction, Exhibit Design, continuous exploration of materials, techniques and "patinas" led to his unique Sculpture process.

His sculptures are created directly in metal. Their intent is to pay homage to the" Creativity" demonstrated by these early car builders and designers.

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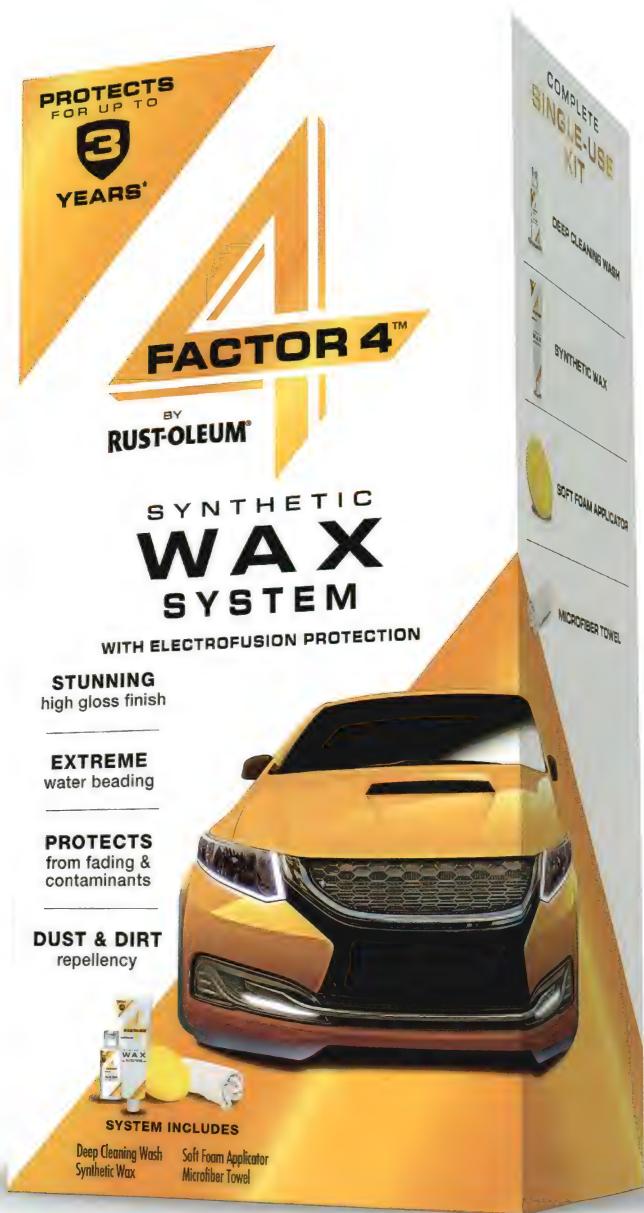
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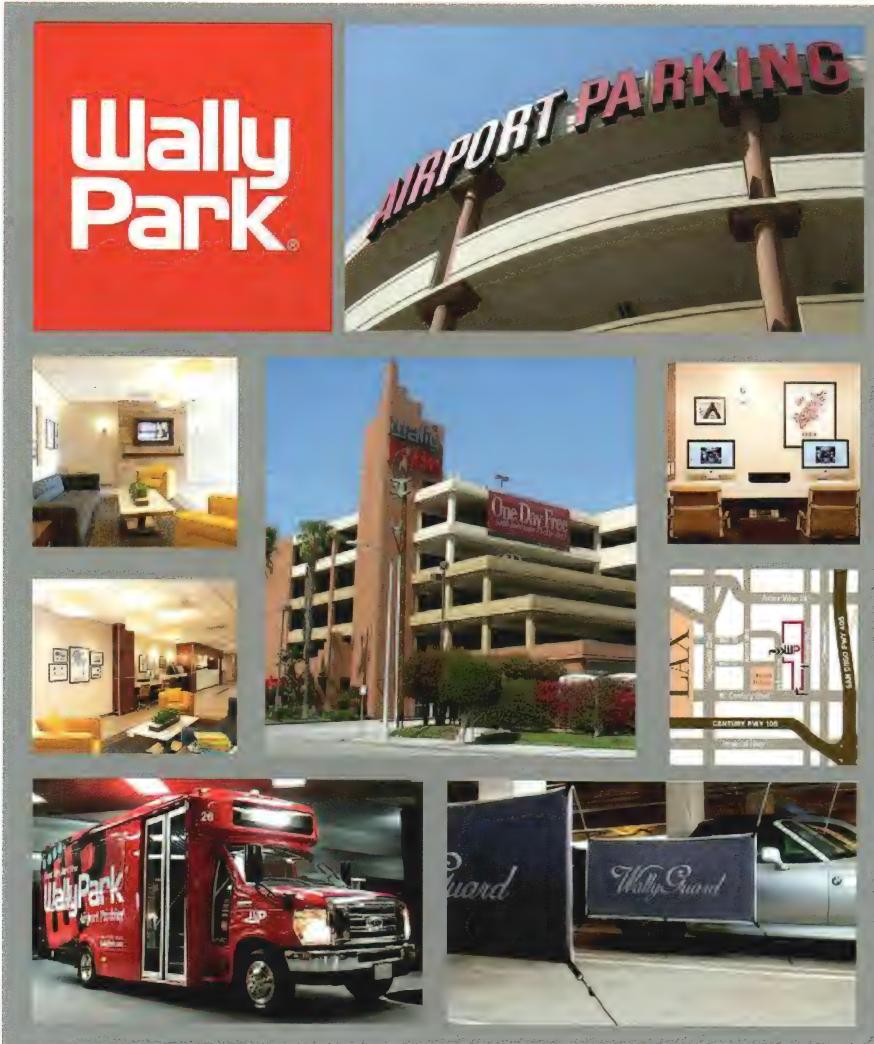


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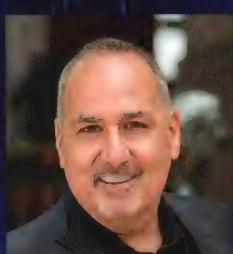


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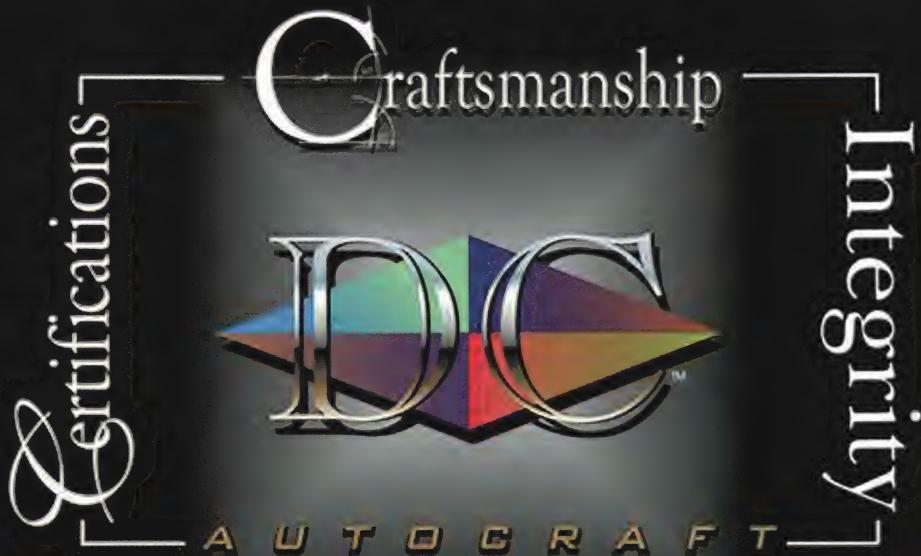
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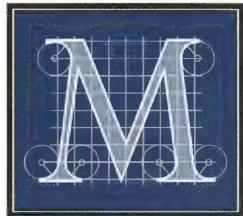
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The advertisement features a red background. In the upper left, there is a black and white halftone photograph of a woman's face. To the right of the face, the word "OLD" is written vertically in a large, stylized font. Next to it is a pair of black-rimmed glasses. Below these elements, the word "FOCALS" is written in a bold, serif font. Underneath the main graphic, the text "HOLLYWOOD'S EYEWEAR EXPERTS" is displayed in a smaller, sans-serif font. At the bottom, the text "Rx and Non-Rx Lenses filled!" is shown. A silver classic sedan is positioned at the bottom, with the words "OLD FOCALS" printed across its front hood in a large, bold, sans-serif font.

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